THE

TRADESMAN;

OR,

COMMERCIAL MAGAZINE.

No. 7.] JANUARY 1, 1809. [Price 1s. 6d.

ON MAKING VEGETABLE TAR IN ENGLAND.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR

As Britain is now nearly excluded from all intercourse with the northern States of Europe, through the influence of the Emperors of France and Russia, it becomes a matter of the greatest importance to the people of this Island to ascertain the magnitude of their resources independent of other Powers. The resources of Britain are unquestionably great, from her wealth already in existence, her productive territory, and the industry of her people; but still it would be hazarding too much to rest satisfied. And surely it would be a wiser and more cautious policy, to endeavour to increase these resources by calling forth those stores of riches within our country, hitherto concealed or overlooked, from causes connected with our political and commercial systems.

When we hastily glance over the catalogue of our imports, we may be led to suppose that our very existence as a nation depends upon others; but when we minutely investigate this list, we are surprised to find that nine-tenths of our imported commodities may be produced in our own country. From such a scrutiny, our confidence in our strength is increased, and Britain may justly assume a loftier tone in her arrangements with foreign powers, or defy the menaces of her enemies.

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Our intercourse with Europe for these several years has been almost exclusively confined to the northern nations, and of late, we have found it difficult to maintain even that limited connection, from the power and influence of France, whose restraining laws as well as our own, have nearly destroyed the rights and privileges of neutrals.

The commodities we import from Russia and the shores of the Baltic, are principally of the first necessity to us as a naval power, and a manufacturing country; such as flax, hemp, iron, timber, tallow, and tar. Fortunately our country produces these commodities, though, hitherto, not in such abundance as to supply our wants. It is, however, consolatory to think, that with proper legislative encouragement, a supply of these articles equal to the demand, might be produced in Britain. Flax and hemp may be raised in sufficient quantity to supply the consumption of the country, were proper encouragement held out to the farmer, to cultivate his waste land, or improve that which he has already under cultivation. Timber may be increased in quantity, by granting premiums for the plantation of trees on lands unfit for the growth of corn from situation or soil. Iron may be got in the greatest abundance, our stock of ore being inexhaustible. Fish-oil in a great measure may supplant the use of tallow, and there is no reason to suppose, that Great Britain has not the means of supplying her demand with vegetable tar; but this commodity shall be the subject of particular investigation.

Tar is an article of great use to the ship-builder and rope-maker. It is also applied to other purposes, particularly to sheep-smearing, and is said to improve the wool and the health of the animal.

There is surely no physical cause existing, to prevent this article being made in Britain as well as in other countries, with equal or perhaps greater advantage to the manufacturer. The materials for making tar, are not only abundant with us, but by a greater command of capital and a superior knowledge in mechanical contrivances, it is undoubted, that the British

manufacturer may make it at home fully as cheap as it can be imported from abroad.

The method of making tar is simple; and for the satisfaction of the reader, I shall transcribe an acount of the process as practised in Norway, communicated to me by a gentleman who was an eye-witness of the operation.

"Tar, in Norway is made from the *roots* of trees, as timber is too valuable to authorize the application of the trunks to that purpose. The roots of the fir only are employed for making tar. After harvest the boors take them up, which is a very laborious operation, but which, no doubt, might be made easier by a judicious application of mechanical powers. When taken up, they are exposed to the weather all winter, that the rains may wash away the earth that is about them. In spring, they are prepared by being cut into fagots ten or twelve inches in length, and about four or five in thickness. They are then piled up and exposed to the air, that the water may be fully evaporated, which otherwise would deteriorate the quality of the tar.

"By the month of August the wood is ready for the kiln, and from its dryness is extremely inflammable. The kiln is nothing more than a convenient situation on the brow of a hill, and may be either larger or smaller, according to the quantity of materials prepared. It is circular, horizontal in the edge, and sloping gradually towards the centre, the side that is lowest on the hill must be supported by posts or piles, and a circular edge of wood to keep the kiln horizontal and allow access below. A perpendicular post is erected in the middle of the kiln, as a direction to the labourer to place the fagots in regular order. The fagots are then piled up in the kiln as much as possible on one end, in shape of a cone, after which it is covered over with large green turf, the grassy side outwards, except a small opening at the top, and about eight or ten inches below round the bottom, for admitting air.

"The kiln is lighted at the top and the wood soon blazes, but when sufficiently kindled, the flame is smothered with turf, for

if allowed to blaze, the tar would be consumed. The heat now penetrates through the kiln and the tar sweats out, runs to the bottom where it escapes at the opening, and by means of a spout is conveyed into the barrel.

"The kiln was thirty feet in diameter, and produced about twenty barrels of tar, each of which contained 31½ wine gallons."

From the foregoing account it is apparent, that the process of making tar, is neither difficult nor expensive, and might be easily accomplished in Britain. The peculiar advantages the country might derive from such a manufactory would be the increase of her national industry by the introduction of a new art, and the consequent employment of the poor; besides, the production of such a commodity at home, renders the country in so far, independant of foreign and hostile states.

The quantity of materials to be found in Britain fit for the purpose of making tar are almost unbounded, and of no value to the proprietors. To remove the roots of trees from the ground would benefit the land owner, by rendering the soil the more easily prepared for the growth of corn, or the planting of young wood, and in that point of view alone, is an object of considerable importance. A Roman *measure*, which answers the double purpose of increasing the food of man, and at the same time, producing an useful commodity, deserves the serious consideration of those who are interested in the welfare of their country.

On the banks of the Spey, in Scotland, there are immense forests, in which thousands of trees have for many years been annually cut down. The stumps and roots having been left in the ground, would be sufficient to supply the whole Navy of Britain with the necessary article of vegetable tar. From the incorruptible nature of the roots of these large trees, it is said that they may remain fifty years in the ground after the tree has been cut down, and still answer the purpose above. From the well known patriotism of his Grace of Gordon, and his noble heir, the Marquis of Huntley, it is not to be doubted but they would afford every facility to the establishment of a

work for the purpose of making tar; and the present is a favourable time to introduce such a manufacture, owing to the high price of the commodity, and the low rate of wages in that district.

It may be observed, that were there no interruption to our intercourse with the north of Europe, yet, tar will annually become higher in price, from the exhaustion of the materials for making it abroad. In Norway it has already become scarce, and consequently high priced, owing to the roots of the trees being consumed in the vicinity of the dwellings of the boors. Indeed, it has become so scarce that tar has been imported of late years to Bergen from Archangel, as may be seen by the list of exports from the latter to the former place.

From these and other considerations, it may be inferred, that the manufacture of tar in Britain, is an object well worthy the attention of Government, and that if properly encouraged by bounties, judiciously bestowed, it might become a staple commodity in our country, and be the means of employing many of our poor to the advantage of society at large.

I have the honour to be,

Sir,

Your most obedient,

Kincardineshire, 18th Nov. 1808. W. T.

AN ESSAY ON COMMERCE,

As at present carried on by different Nations; with some Hints, which the Writer thinks would tend greatly to the Advantage of every Country. By Mr. James Graham, *of Berwick-upon-Tweed.**

COMMERCE has long been the distinguishing characteristic of this country: it is the greatest source of our national wealth as well as individual riches. It is commerce that rouses and calls forth the adventurous spirit of our merchants, and the

* Read before the Literary and Philosophical Society of Newcastle-upon-Tyne.

persevering industry of our manufacturers. To carry the various produce of our country to the remotest part of the earth gives employment to our sailors, whose valour and intrepidity are the admiration of Europe, and insures to Britain that preeminence amongst the nations which she now possesses.—If such are the great advantages derived from commerce to this country, it surely ought to be the study of every individual, as far as his abilities, situation, and circumstances in life will admit, to be acquainted with its nature, and to trace its various connections.

To make some observations on the first principles of trade, or the beginning of commercial intercourse with different countries, and to point out what to me appears the most likely means of bringing commerce to its highest degree of perfection, is the design of this essay.

If we take a survey of this earth, even those places where nature seems to have been most bountiful, and to have poured out her whole luxuriance, even there we shall find some wants, some articles or produce, which if obtained, would add either to the ease or comfort of the inhabitants. If we cast our eyes on the more northerly climates, where the sterility of the soil is rendered more barren, from the small degree of that solar warmth which gives life to the whole creation, yet even there we find a superfluity of some articles extremely necessary to the inhabitants of more favoured situations. Such indeed is the diversified nature of the earth we inhabit, that there is no country, however highly it may be favoured, which can produce all that is necessary for the comfort, health, protection, and security of its inhabitants.

From these causes commerce is certainly nearly coeval with man: and if men had duly observed these immutable laws of their Creator, and regulated their conduct accordingly, all intercourse would have been so reciprocal, that both national and individual interest, as well as social happiness, would long have continued to bless the world.—But jealousy, envy, and ambition, the most dangerous passions of the human breast, soon made

man lose sight of his true interest. When kings, governors, or rulers, by whatever name they are called, once turned their attention to raising a revenue, whether for the support of their own kingdom, or to gratify their own ambition, and increase their greatness, the idea of taxing the produce of neighbouring states seems very soon to have engrossed that attention. To a weak short-sighted politician the idea is no doubt flattering: he vainly thinks he shall raise a revenue and increase the resources of his own people by taxing his neighbours, not recollecting how soon and how easily all will be retaliated. Whoever may have had but small opportunities of observing the intercourse of different nations, and comparing the commercial laws and regulations by which they are governed, will easily see with what exactness they endeavour to counteract each other. I could illustrate this in a variety of instances, but it would lead me to too great a length for what I intend, viz.—only a short essay. Let one observation suffice: Compare the duty on wine in this country with the duty on English malt liquor in some others. The people in foreign countries are as much astonished to hear the low price at which our ale and porter can be made, as we are to hear the price at which the cultivator of the grape can sell his wine. One can scarcely be prevented from thinking that it is surely a mistaken, not to say a cruel, policy, which thus prevents the great bulk of the people from enjoying those bounties of Providence which the earth sends forth in such abundance. If my memory is to be trusted, it is to this commercial jealousy we owe most of the wars which for more than a century past have tormented mankind, and destroyed millions of the human race: and, what yet is a more melancholy reflection, this demon of discord seems only to be increasing in strength, and plotting fresh inroads on the happiness of mankind. I will, however, take leave to observe, that the ideas of universal empire, encouraged by successive victories, and of commanding the trade of the world into one emporium, however flattering to the conquering hero or adventurous merchant, are both alike destructive to the

general happiness of mankind: and I am persuaded, that as soon will the immutable laws of the universe be changed,---the different climates of this earth send forth the same productions, as either will be realized. A small recollection of history will fully convince us, that ambition had no sooner supposed that her wishes were gratified, than the mighty fabric has tumbled in pieces, and brought the vain projector either to a premature death, or to linger out a few years covered with shame, disgrace, and remorse. Such, I am persuaded, will be the natural consequence of all overstrained ambitious speculations. I make no doubt but many will recollect several instances of some persons in this country, of large fortunes, extensive credit, and wide-spread connections, who, not satisfied with all these, but prompted by ambition, wished to bring all under their grasp; and in the pride of their hearts have declared, My warehouses, or my granaries, shall be the general depôt of such or such an article; I will then fix my own price, and riches will flow in from every quarter. How few, very few, of such have succeeded, but brought ruin on themselves, and misery on all their connections! I am apt to think, that what is the case of individuals will in a certain degree be the case with nations. I am persuaded that God, in pity to mankind, has set some bounds to ambition which it cannot pass.

I must here beg leave to make one observation, to prevent my being misunderstood; and that is, it is not my intention to argue in the smallest degree against duties; it is likewise highly expedient to tax some articles more than others;---it is only the extreme to which many duties are carried that I would combat, together with that ambitious monopolizing spirit, whether in an individual or a nation, which wishes to counteract the very laws of nature, by bringing the whole produce of the earth and the industry of its inhabitants into the vortex of their own power. I will also endeavour to answer an objection which is commonly brought forward, and by many thought unanswerable, viz.---Money must be had; and how can it be obtained but by increasing the duties? That an additional

duty may for a while give a larger return I will admit: but I am very certain it can only be of a temporary duration; because every advance in the price of any article will in a certain degree lessen its consumption; and add to this, it increases the smuggling of the article: from these two causes the decrease of the revenue will naturally follow. I could produce many instances, but this would lead me to too great a length. Suffice it to observe, that smuggling and illicit trade are carried to a greater extent in almost every article where the prospect of much gain holds out a strong temptation: and of all the evils which can afflict a nation, I believe smuggling, if its various consequences were taken into consideration, is the most dangerous: it estranges the mind from all the regular habits of industry, and insensibly makes inroads on the moral principle of the human heart. Let any person take but a glance at the numerous laws and statutes to prevent smuggling in its various branches, with all the pains and penalties annexed: the mind will shrink with disgust, if not with horror, from the perusal; and, as if all were not enough, oaths are introduced as an additional barrier! A recourse to them is most alarming to every serious mind; it is sapping the very pillars of virtue, and with gigantic strides rendering the mind indifferent, if not callous, to the most serious and most useful of all appeals---I mean the solemnity of an oath.

The closest politician may please himself with framing additional laws and more severe restraints, but all will be found ineffectual while the present system is pursued: the more timid or conscientious will be restrained, and all their exertions of industry paralysed; but the daring and adventurous will spring up in every direction. This, however, with some other particulars to prove and illustrate the proposition I have here laid down, may be the subject of another essay, if this should be thought worth the attention of the Society. I will at present only mention one instance, which must be in the recollection and knowledge of many, I mean the small amount of the revenue on tea before the reduction of the duty took place:

and yet, to secure the revenue, every law and regulation which human ingenuity could contrive were put into practice.

It now only remains for me to say what is the line of conduct, or plan, which a wise statesman and true patriot ought to pursue. A thorough knowledge of his country is certainly the first and most essential requisite; to be well acquainted with all its natural productions; and to bring these to the highest possible perfection, his constant aim and study. I do not mean to say that any check should be given to the experimental agriculturist,---quite the reverse,---but only that the principal concern of the government should be to give the greatest encouragement to the productions which, by observing the laws of nature, there is reason to believe can be brought to the highest degree of perfection. The next and most essential, I conceive to be, To study the genius of the people; carefully to observe their natural disposition; to note their tu n of mind and principal propensity, with all the anxious concern with which a wise parent would watch and study the rising dispositions, the natural talents and various inclinations of his children, and put them to such professions as there is good reason to think they would most excel in. I am fully persuaded that it is as impossible for the inhabitants of any country to excel in the manufactory of every article, as it would be by any degree of cultivation to cause the earth in any one country to produce or bring forth the various productions of other climates. To inquire into the cause of this is not the design of the present essay; I only mean to state facts. The gin in Holland, the brandy in France, the rum in the West Indies, occur to my mind, at present, as in point. Notwithstanding the great capital of the English distillers, their persevering industry and diligence, aided by every chemical knowledge and improvement,---how different are our productions from those mentioned! Yet in France, Holland, and the West Indies, these operations are often carried on by mere novices (if I may so speak) in the profession. I will now contrast English malt liquor with what is made any where in Europe. I believe it will

be generally found that our ale and porter as far exceed those of all other countries, as the brandies in France and the gin in Holland excel ours. I would likewise mention our excelling in almost every article in the manufacturing of iron: I might contrast some of what may be called the loom manufactory. I am well aware that in many of these we either excel or have arrived at a great degree of perfection: still in many others we fall far short. I have, however, at present only mentioned those which I think are almost generally known and acknowledged.

From a review of the whole, it appears to me self-evident, that the true interest and real riches of every country consist in having a reciprocal intercourse with each other; to have no prohibitory duties, nor any so high as to create too great a temptation to illicit trade. By these means the whole revenue or duty could be easily collected, and with less than half the present number of officers. Traders and merchants would then be much more upon an equal footing in regard to excise regulations; the more timid and conscientious would rejoice under the protection of the law, and the more daring and adventurous would feel little temptation to transgress its boundaries. The present code of excise laws, at which the most resolute shrink back with disgust, and which cause the more serious to heave a sigh at the inroads they are making on religion and morality, would assume all the mildness of the jurisprudence of the English constitution. The wise politician would feel no anxiety at the prosperity of any neighbouring state: the more they cultivated the natural production of their soil or climate, and the higher degree of perfection to which they brought some branches of manufactory,---on the more easy terms could his people be supplied; and as they increased in riches, so much the more would be the demand for the natural productions of his country, as well as for all the articles of manufactory in which his people might excel. Pursuing this plan, every nation would see its true greatness and real riches so connected with that of others, that it could not hurt another without the greatest injury to itself. Jealousy and envy would

find no place in the human heart; trade would be found only in its infancy; its extension, I am persuaded, would be far more than we are apt to conceive, and peace might continue to bless the world.

But I must here suppress my feelings, as my design is only to use fair reasonings, and to draw just conclusions.

J. C.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I HAVE somewhere read, that it was a saying used by a wise-man, that the man who caused two blades of grass to grow, where only one grew before, deserved well of his country. This idea has struck me with much force ever since I considered the agriculturist and mechanic, as more useful members of society, than the soldier, the lawyer, the worldly minded parson, or any other profession, whose claims to disinterestedness are in most cases dubious, and whose increase must at all times be a subject of regret to the industrious part of the community.

I have been led into the present remarks, by a disappointment which I have experienced, in the arrangement of your Magazine; it is a well known fact, that most of your contemporaries in the magazine line, make it a constant practice of adorning the first pages of their monthly labours, with some great one's memoirs; great indeed, according to their mode of estimating greatness, for it is seldom an object with them in their selections, whether the hero of the piece was famous for killing or curing, so that he was notorious for something; but to you I would urge no such ungracious task, the pleasant one that I would recommend for your adoption, would be to recount the progress in life, of men, who from obscure origin, unassisted by strong family connections, but by honest and persevering industry, have advanced by progressive steps, to an elevation which the noble by birth, but less active by inclination, may envy.

Why should among reasonable beings, any thing short of intrinsic merit, recommend individuals to public notice; it is a maxim with me, that there is no better stimulus among mankind than emulation, for by close observation, it will be found that the dormant powers of the

human mind, have been roused to active exertions by contemplating something worthy imitation, after all the charms of wealth had been tried in vain; what can be a greater spur to young minds just entering into commercial pursuits, than holding up to their view, men, who have shone in their respective callings, as stars of the first magnitude? Had conquerors been less extolled by the song of the poet, and the pen of the historian, their bloody deeds would not now have been the subject of so much ill-directed admiration, and the bed of honour (foolishly enough sometimes so called) would have been courted only when it was unavoidable.

True, we have been favoured through the medium of your publication, with a short sketch of the life of (the truly great) David Dale. It is a notorious fact, we are oftentimes presented by your brother editors with great stories of little men, but you at commencement favoured the public with a little story of a great one. It is neither my province, nor my wish to find fault with the general plan of your work, but pray, Mr. Editor, is he the only person worthy of record in the manufacturing circle, that you have entirely shut up the biographical corner? will it be said that the stage, the bar, the pulpit, the cabinet, and the field, are every month producing meritorious performers, orators, saints, statesmen, and heroes, which are deemed fit subjects for record? And shall your truly useful channel for interesting knowledge be unable to drug into notice per month, a tradesman or merchant, whose laudable conduct, might be exhibited to the view of that race of mankind, whose wish is to be more famous for manufacturing than menslaying, and who would rather trade to the most distant quarter of the globe for an honest livelihood, than by military law, or state trick, rob their country at home.

What! is nature in her productions of the human race exhausted, as it regards the producing successors to an Arkwright, a Wedgwood, or a Carter? why is it, that the names of many commercial and manufacturing worthies pass into oblivion, while those of so many noble drones are monthly forced on the public notice? Why, because mankind from their vitiated taste, are willing to admire tinsel instead of sterling, and the venality of some publications is willing to humour their taste.

Having, Sir, taken upon myself the ungracious office of giving advice where it had not been requested, and as is too usual in such cases, may have tired the patience of those whom I wished to benefit, I shall

now draw to a conclusion, and if possible, by the mention of one anecdote, show the absolute necessity you are under of rescuing from oblivion, at least from stigma, men, whom the despicable pride of some, whom the men of the world (partly through custom and partly through constraint) have decorated with the dazzling appellation, noble. "The great Arkwright once being in company with some noblemen, one of them possessing more pride than parts, asked him whether he had not been once a barber, "Yes," replied Arkwright, with a spirit truly noble, "I was once a barber, and I am apt to conclude had your lordship been born a barber, you must have continued a barber still."

As nobility happens in our days to be by birth or accident, seldom by true merit, and as money may bestow power without prudence to apply it; I hope the biographical corner of the Tradesman will be devoted to those among my fellow men, who have in an eminent degree benefited the human race, by their manufacturing and commercial labours.

Yours, &c.

A YOUNG TRADESMAN.

FISHERIES OF SCOTLAND.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I REJOICE that at last our country has a Magazine *devoted* to subjects truly and immediately useful; the consideration of Corporations and Charters promised in your Preface, of the first Vol. may lead on to considerable improvement; they have their errors---in many cases also they have their advantages; a body of men, like a partnership may, by united capital and extended interests, effect a good, that an individual cannot accomplish; witness the advantages already enjoyed by our countrymen from the Society of Arts, Commerce, and Manufactures here, or the Highland Society of Edinburgh. The last in particular have long attempted to forward various fishing establishments on the coasts of the North.

A public spirited, generous, and highly ingenious gentleman, then of Ireland, at present of Watergate, Perth, Robert Frazer, Esq.

who published a valuable work, entitled, "Gleanings in Ireland," has shewn the capability of the seas of that part of the United Kingdom of furnishing fish, to a most extensive amount. The Nymph Bank alone, he tells us, offers an almost exhaustless store of turbot, ling, hake, &c. This book, though published a few years ago, is now exceedingly scarce. I was told by the respectable author about eighteen months ago, that he had thoughts of publishing another edition: in the mean time, sir, perhaps you could give us an analysis or review of the former. But my business at present is not directly with either of those truly excellent societies, mentioned above, nor with the patriotic author of "Gleanings in Ireland." I have it in my power at present to give you some account of the mode by which the Dutch conduct their herring fishery, and I hope you will be favoured with their method of curing them; it is so superior to the mode used by the English, that you will effect a national advantage by making it public; and I trust it will encourage our countrymen not to suffer such an important part of our own property to be taken from us by them, or any other nation: and not only taken from us, but so much better cured by those marine pirates, as to be ten times more valuable than those which are caught by ourselves. The Dutch busses are fitted out in May, but are not suffered to cast their nets till the 24th of June, that their shoals may not be broken before all the busses are got together; and then it may easily be conceived what havock seven or eight hundred busses must make, which cast their nets close to one another, amidst fish that swim in shoals, like the young fry in our fresh water rivers. The minute they are caught the gippers pack them with French salt into clean casks, and as soon as the buss is loaded she returns to Holland, where the herrings are sold at an extravagant price, for they are as much admired there as mackarel are with us, when they first come in. The instant the busses have discharged their cargo they are re-fitted for sea; and as the herrings make an annual tour round Great Britain, experience has taught the Dutchmen where to proceed on his second voyage, to be sure of his

game. While the busses are out on their second voyage the proprietors on shore are busy in taking out the fish packed at sea, and re-packing them with fresh pickle for exportation. Now, sir, you will perceive, that by this method the herring is killed, in a manner, with the very salt with which it is pickled.

Is it not, therefore, a disgrace to England and Scotland, that we should suffer, not only our coasts to be so insulted (for it is contrary to treaty) but that we should know the method by which the Dutch herring is so superior to our's, and yet neglect to use the same means of curing them? Instead of which, the Scotch fish lie in small open boats, where the herrings are exposed to the sun and change of weather till the boat is filled, and consequently are so heated by lying together, that they become unfit to take salt; and when it is blowing weather, they cannot, like the Dutch, keep the sea, whereas the Dutch keep it in all weathers: nay, they will sometimes run in close to the coast, even after they have got their cargo, on purpose to break the shoals, from a malicious disposition to obstruct the Scotchman's success; and this we were weak enough to submit to for many years, by way of living in perfect friendship with the Dutch; but now that it is pretty clear whether they do, or do not, deserve such attention, it is to be hoped some spirited means will be taken to prevent their fishing upon our coast, and some wiser heads be employed in conducting the business properly; for unless we follow their method of pickling them alive, we may as well let them go on as they have hitherto done. However, let me observe, that exclusive of the immense riches such a fishery, well conducted, would bring into this country, such a nursery for seamen also is a matter of great importance. But this, sir, leads to a subject on which I have not sufficient means of information.

The coal trade has hitherto, as a nursery for seamen, admitted like the Turk no rival near its throne. The wisdom or the folly of thus giving up our Scotch coasts, abundant in fish even to a proverb, to the depredations of an enemy, and thus

nourishing his marine from a source given to us by God and nature for our own use and advantage, is what I must leave to some of your Scotch friends to examine. I state facts, but I cannot estimate the consequences; of these I wish for authentic accounts, but I fear sinister influence. Will the love of country induce our brethern of the Scotish shores to tell the secrets of their prison house?

I am, Sir,

Yours respectfully,

A TRAVELLER.

BRITISH FISHERIES.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

IN the seventh page of the preface to your first Volume, you tell us that the various Fisheries of Great Britain will afford an object of particular importance, and that for information on the manner of their being conducted, the reformation of their abuses, and the prospect of their greater extension, you look to Scotland with great hopes of success. Though not belonging to Scotland, I make a common cause with those who wish to increase to their utmost, the various and almost endless resources of Great Britain; for this purpose, I have at present to request a corner in your useful publication for the following curious calculation of the wealth of British fisheries.

The circumference of Britain is about 1836 miles; allowing a tract of fifteen miles over from the coast round about for the fishery, which is by much within the truth, there will then be near twenty millions of square acres of sea, which at the rate of 1*l.* 10*s.* per acre, would amount to thirty millions per annum; and the Irish coast may be calculated in proportion.

Some great future minister will pay his whole attention to this mine of wealth, instead of sending ships a wild goose chace to Nootka Sound, and to the southern whale fishery.

PISCATOR.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR *London, 3d Nov.* 1808.

THE name of the Earl of Dundonald stands so high amongst the improvers of the manufactures of his country, that I wonder some of his plans have never before been offered to the public, through your Miscellany. I inclose you a small Pamphlet published nearly twelve months ago, which, it appears to me can scarcely be too public: so long as Britain's safety is secured by her Wooden Walls, whatever relates to their government, is of commanding importance. Am I too sanguine when I calculate, that in offering this to your attention, I am taking one of the best means to secure the prosperity of my country!

I am, Sir,
Respectfully your's,
AN ISLANDER.

Report on the Method of Manufacturing, and the Properties of Dutch, Danish, Bridport, and British Navy Sail Cloth. By the EARL OF DUNDONALD.

LORD Dundonald duly received the samples of Dutch and Danish canvas, which Captain Johnson Hope had sent for his inspection. He has minutely examined and analyzed them, and subjoins his report as to their fabric and degree of cleansing, which the yarn, of which they had been manufactured, had been made to undergo previous to the operation of weaving. Likewise his report on four bolts of canvas, viz. Nos. 1, 2, 3, and 4, made according to his directions, by Messrs. Fowler and Son, of Bridport; samples of which accompany this.---Messrs. Fowler's would have been preferable in quality to any Holland's duck, had it been made of hemp instead of flax, and wove with two and a half or three more scores in the reed. Messrs. Fowler not having any thoroughly well boiled, grassed,

and bleached hemp yarn at the time the order was given, were under the necessity of substituting the flax yarn employed by them in the manufacture of canvas, likewise employed by all the manufacturers of sail cloth at Bridport, Crewkerne, and in the south west of England; from which places all the revenue vessels, packet boats, and smacks of Great Britain and Ireland, are exclusively supplied with canvas for their sails. The Bridport and Crewkerne canvas does not mildew, and does considerably more than outlast two suits of sails made of such canvas as the British Navy is at present, and has for upwards of thirty years been supplied with. The Bridport, &c. &c. canvas stands its number to the last, without any loss in weight further than shall happen from friction; because the yarn, of which the Bridport had been wove, had been repeatedly and thoroughly boiled with alkaline salts, grassed, bleached during some weeks, and fully divested of all soluble extractive matter, capable of being washed out by the rains. Besides which, Bridport, &c. canvas, is wove with little or no wheaten flour dressing, which is likewise soluble, and removed at last by the conjunct action of rain and weather.

While these two soluble substances remain in the canvas, it will to a certainty mildew in damp hot weather. But say that the canvas had not mildewed (the weather being supposed cold and rainy); the rain will wash out the two soluble extractive matters, whereby the canvas becomes open between the threads, like a biscuit bag, incapable of holding or containing the wind. Lord Dundonald has proved this to be the case on fifty or sixty trials made with navy canvas. No. 1, the canvas proper for ships lower sails, has uniformly been reduced by two boilings to the weight of a No. 4, the number proper for a top-gallant sail; sometimes to the weight of a No. 5, which corresponds to a loss in weight of 20 per cent.

It is obvious that the soluble extractive matter of the flax or hemp, and the wheaten flour paste dressing, cannot add to the strength of the yarn, of which the canvas had been wove.

The soluble matter only serves for a time to fill up the space

between the threads. To mislead the eye as to the quality of the canvas, and to add to its weight, so as to make it correspond to the regulations of the Navy Board, which requires that canvas

	lbs.
No. 1, should weigh per bolt,	44
No. 2,	41
No. 3,	38
No 4,	35

Lord Dundonald has already stated, that navy canvas, No. 1, had been reduced by him by two boilings with a solution of alkaline salts to the weight of a No. 4, which corresponded to a loss in weight of a fifth, or 20 per cent.; and with such canvas the British navy is at present, and has for these thirty years been supplied. It is impossible to conceive why the British navy is supplied with a sort of canvas which is uniformly rejected by the revenue cruisers; as if it was an object of less importance to capture an enemy than to catch a smuggler; or, as if the safety of the revenue vessels and their crews were of more importance than the safety of the British navy, and the lives of our gallant seamen, who man our fleets and fight the battles of their country. The highest degree of blame is to be attached to the conduct of the Navy Boards during these thirty years past, and to whom, unfortunately for the navy, the sole power of regulating the method of manufacture, as well as the price, has been entrusted. The price for these thirty years past has been so low, that it was impossible that a manufacturer could, without certain loss, employ the best materials, and thoroughly cleanse the yarn. He could not even afford to cleanse the yarn to greater loss than 5 per cent. instead of 20 or 25 per cent. as is the practice in Holland and at Bridport: and even this small loss of 5 per cent. was more than amply made up by the copious use of wheaten flour paste or dressing, employed to glue or stick together in a flat or horizontal direction the double threads of the chain or warp, of which the navy canvas must be made, according to the regulations of the Navy

Boards; being a system of manufacture in direct opposition to that of Dutch canvas, which is wove with single thread and little or no dressing; no more at any rate being employed than to protect the threads of the chain in weaving from the friction of the reed, and the mails of the harness. But double-thread canvas cannot be wove without a great deal of dressing, absolutely necessary to glue or stick together the two threads in a flat direction.

The double threads of the chain thus arranged may be likened to a flat tape, and which improperly fills up the reed, giving but a superficial and thin covering to the woft of the canvas; as it is the chain or warp, and not the shoot or wooft, which comes to the surface, suffers the friction from wear, and supports the whole weight of the sail, whether dry or wet, when bent to the yards. The chain therefore should be strong, spun of the best materials, thoroughly well cleansed, and with two and a half or three more score in the reed, than is required by the Navy Board's regulations. No. 1, is directed to be wove with a 16½ score reed, whereas there should be at least eighteen and a half or nineteen score. This will fill the chain fully up, and produce a strong close canvas. If the yarn is thoroughly well boiled with alkaline salts, grassed, and bleached, the canvas never will mildew, and will stand its number to the last, will continue close, and will hold or contain the wind full as well as when the sail was first bent. The present price paid for navy canvas is by much too low, it is only 20*d.* per yard; while the price paid for canvas for the revenue cruisers is from 24*d.* to 28*d.* or 30*d.* according to its width, degree of cleansing, and other circumstances. Former Navy Boards have proceeded on a supposed system of economy, but it has proved, for these thirty years past, a most ruinous one for the British navy. Many a ship and life have been lost, and many an enemy's ship has escaped, from the bad quality and inferior strength of British navy canvas. If the Lords of the Admiralty will cause the proper enquiries to be made at the Boards of Customs and Excise, it will appear, that from the superior last of Bridport and Crew-

kerne canvas, the revenue cruisers are, in proportion to their tonnage, supplied with sails at a much cheaper rate than the navy, besides being exempt from the accidents already mentioned. There is another circumstance in which navy canvas is deficient, namely, that the rope twine, with which the Navy Board is supplied, is at too low a price, and is therefore made of damaged or inferior materials. It is so very bad, that the sails sent on board the King's ships, have frequently to be sewed afresh to the bolt rope, and this always must be done after the sail has been worn some little time, and the dressings and starch washed out. If this is not done, the sail will bag, and cannot be properly braced up on a wind; whereas Dutch and Bridport canvas will stand true, like a board, to the last. Sails are to ships, what wings are to birds---damage or cut their wings, they can no longer fly.

Why is the whole attention of the Naval Board, and the Naval Officers at the different yards, directed to the state and repairs of the hull? A hull is a log on the water, without sails to direct her course; and if these sails are of a bad quality, and sewed to the bolt ropes with bad rope twine, they will give way on a strong press of sail, either in chace of, or when flying from an enemy of superior force; and the ship fitted out with them will never be able to claw off a dangerous lee shore.

(To be continued.)

CALICO PRINTING BILL.

(Concluded from page 506.)

THE partial and unnatural method of preventing the masters from taking apprentices, has already been found injurious to the trade, and if an act passes to destroy this liberty of the masters, the consequence will be the general decay of the trade; for as the taking of apprentices has enabled the masters to encrease the business, and to make it one of the most prosperous, and productive trades in the kingdom, so the taking away, or

any way limiting this right of the masters, would decrease and destroy the business, or drive it to a country where it might enjoy full liberty.

But it may be useful to shew how such a measure would immediately operate against the interest of the journeymen, the masters, the different manufacturers connected with the print business, and the country at large. First, the journeymen themselves: It is a certain fact, that the restraining of masters from taking apprentices, has induced many to print greater quantities of single colours, on machines, than they otherwise would have done; this contracts and limits taste and fancy, and prevents a greater variety of work from being introduced into the business, which deprives the journeymen of much work, for want of apprentices to do plain and easy work at a moderate expence. Chintz patterns, of six or eight colours which afford much work for the journeymen, could not be executed on account of the great expence; and this restraint would lessen the sale of prints, by lessening the variety, and force a simple style of work of one and two colours, that might be done principally by machines; thus the journeymen, instead of gaining, would lose by such a measure.

Secondly, The masters would be much injured by such a measure. They have laid out not less than two millions in establishing works, for the accommodation of the business, and if the trade be thus injured, their loss will be immense; while the general effect would completely subvert the relation of master and servant, in placing the former under the slavish controul of the latter.

Thirdly, Those workmen connected with, and dependant upon the print trade, would sustain a great loss. If we take the printers to be 7,000, * the number that signed the petition, we may reckon three persons to each printer, employed in the

* We take these *data* from a petition to the House of Commons presented by the journeymen calico printers, who estimated themselves at 7,000. But we have some reason to suppose they included in that number the designers, and the block cutters, which supposing to be 2,000, then the calculation which follows must be reduced accordingly.

print works, making in the whole 21,000. Every printer will employ nine weavers to make the cloth he prints; now supposing the printer to print three pieces per day, and the weaver to weave two pieces per week, the number will be 63,000. These 63,000 weavers, will employ 25,000 persons in making the yarns ready for the loom. According to this calculation, it appears, that there are 109,000 persons dependent on the 7,000 printers, so that every printer set to work, will employ nearly 16 persons in all the different branches of the cotton business. I have before stated that great quantities of single colours are now printed by machines, but should the fashion abroad and at home change and instead of single colours done by machines, our customers should want patterns from 3 to 7 colours done by printers only, they would require near one half more than there are now in the trade. What would the consequence be, if the masters could not take apprentices? Either our markets for printed calicoes would only be half supplied, and one half of our weavers would be deprived of work, or one half of the calicoes now printed would be sold in the white, for want of workmen to print them.

From the foregoing statement it will not be contended but that the increase of the print-business is of great importance to the country at large, and government had better give premiums for apprentices than prevent them being taken, and more especially if we take into consideration, the great revenue it raises to government. The present duty on printed calicoes is about 6*s.* 3*d.* per piece, taking an average of the cloths; and supposing one printer to print three pieces per day, the revenue arising from this one printer, will be 292*l.* 10*s.* per annum, and supposing 7,000 printers to be employed, will produce 2,047,500*l.* per annum.

But the bill itself could not be applied without great confusion: suppose, for instance, that a master takes into his employ, thirty journeymen, and he is allowed by act of parliament only to take ten apprentices, has them bound to him by legal indentures, but his trade afterwards falls off, and he is under

the necessity of discharging half the number of his journeymen, can he in this case discharge his apprentices? or so many of them, as will reduce them to the number allowed by law for the journeymen he employs, when at the same time he has bound himself by indenture, to keep the apprentices, find them constant work, and teach them their trade. If he is only to keep his 30 journeymen, until he gets his number of apprentices bound, and may then discharge the journeymen, the bill would have no effect, and if he discharges the apprentices with the journeymen, it would be a breach of his covenants, and the apprentices might take the advantage of the law against him. On these views of the subject, it is clear, that such a bill would deprive masters and servants of their just rights, would be attended with great difficulties in its application and its consequences destroy the trade, deprive the journeymen, and a great part of the population of the country of work; decrease the revenue, and injure the nation at large. If this bill be suffered to exist under any modification, the principle is admitted, and a most dangerous precedent established, and if so, a door will be opened to applications from all descriptions of artizans, mechanics, and even day-labourers; and why should not masters present petitions to the House of Commons, for bills to regulate the number of masters: and not to suffer above a certain number to enter into business, and to prevent those already in the trade, from being injured? This might be done with equal justice and necessity, but every one would see the impolicy and folly of it. It is to be hoped that the Legislature will see the wisdom and necessity of making a public declaration, that they will leave the manufactures to their natural liberty, and thus prevent similar applications by which they would be continually harassed. Nothing can be more pleasant to the heart of a good man, than to better the condition of the poor: and I am confident that the course I have just mentioned, is the most likely to secure constant work, good wages, peace and comfort to the journeymen, and prosperity to the whole trade.

THE HISTORY OF THE COMBINATION OF THE JOURNEYMEN CALICO PRINTERS.

To give the history of this combination, it will be necessary to premise, that the printing business of this kingdom was originally carried on in and about London; it afforded the masters great profits, and the servants high wages, there being little competition. The Londoners had it to themselves: they had no corporation laws, yet they made use of all possible means to keep the business to themselves. When the Lancashire people began to print, the general cry among the London journeymen was, that the trade would be ruined by the Country printers doing their work so cheap. The printers in Lancashire however kept increasing their business, principally by apprentices, and found the demand for their goods more than equal the increase of their work. Messrs. Peels had made a considerable progress in the business, which the Londoners beheld with an envious eye. When Messrs. Livesey, Hargreaves and Co. began to print at Mosney, near Preston, this house took in a partner of the name of Smith, who had learned the business with the oldest printer then living in London, Mr. Stephen Williams.

Mr. Smith, on joining Messrs. Livesey and Co. wishing to have the work done well, engaged a number of the London journeymen to work in Lancashire, about the year 1783; and to this time we are to look for the beginning of that extensive combination which has caused so much trouble in the business of calico printing. So soon as these *gentlemen journeymen* (for they had more the appearance of gentlemen than workmen) got down into the country, they assumed (as coming from London) a great degree of consequence, and making great professions of skill and ingenuity in the business, the acting partners, at Messrs. Livesey and Co's. works, who knew little of the nature of the business, were easily duped by them, and gave them most extravagant wages, and as these journeymen had so long complained of the country people doing their work low, their great

object was to advance wages, and to keep them as high in the country as in London, and in consequence, this house had such sums of money to pay in wages, that they were under the necessity of keeping persons constantly collecting cash in different parts of the country; but this was not the worst, so ill disposed were these journeymen to the country masters, that they executed their work in a very imperfect manner, and would often tell the over-looker, when he complained of bad work, that it was good enough for the country. I have been informed some of them actually burnt their pieces, to avoid abatements for spoiled work. Such a system of extravagance and plunder was perhaps never before carried on by any number of workmen in the kingdom.

Though this house had hurt itself by speculations, yet this was the principal cause of its ruin; for though the execution of their work cost such enormous sums of ready money, yet it was so imperfectly done, they were constantly pushing the markets with quantities of spoiled work, which they often sold for less than the price of the cloth and amount of the duty. This soon brought the house into an embarassed situation. The acting partners now attempted to lessen the expence of the work by means of machinery and apprentices, but the journeymen, who to prevent the use of machinery and the taking of apprentices, entered into a combination, "*turned out*," and succeeded in taking from their work the apprentices also, for the purpose of enforcing their demands. This happened, I believe, in the year 1785 or 1786, and was the first *turn out* in the print trade in Lancashire, called the "Mosney turn out." The name of the manager of this combination was Walker, who under the specious pretence of serving the trade, went round the different print grounds, to collect money to support the men out of work.

During this time, Messrs. Livesey and Co. were under the necessity of trying various methods of printing by machinery to their great loss. Journeymen on the other hand, vowed they would either break their masters, or make them submit to their

terms: but after a struggle of upwards of three months, the workmen at the other print grounds began to think their cause a bad one, and having reason to believe, that the manager of this combination, who pretended so much concern for the good of the trade, was embezzling their money, they left off subscribing, the consequence of which was, the Mosney workmen, were under the necessity of going to work on their masters' terms. Messrs. Livesey and Co, now did better work than ever they did before: being in some degree masters of their workmen. But having lost their capital, they were not able to pay their bills in London, and in May 1788, they stopped payment, after having spent near half a million of money.

The print trade after this failure, took a favourable turn, and the masters, by the end of the year 1788, had taken into their employ nearly the whole of these men: but as many of them were men of the worst principles and conduct, it would have been greatly to the advantage of the masters, and the trade in in general, had these men been kept from the different print grounds, for no sooner did they get to work, than they began to disseminate their old principles, and as they were now scattered all over the trade, they had a better opportunity than before, of forming a general combination.

Their specious pretences of serving the trade and bettering the condition of the workmen, soon gained over to them, the unthinking many; they however proceeded by degrees; they at first established a fund by small monthly contributions, which they called a "Fund for the relief of sick members," but which was really intended for other purposes, viz. the support of turn-outs, as appears from a note affixed to their articles, a copy of which came into the hands of the masters. The trade in 1789 went on well, and workmen were much wanted, a greater opportunity was therefore given them, of forwarding their new combination, which they did, by holding regular meetings in different parts of the country, for the purpose of forming plans for collecting money. Walker, who was chief manager of the Mosney turn-out, often presided as chairman at their meetings. They had now regular articles for the regulation of the society,

at the beginning of which they stated their intentions were to prevent persons from becoming masters who were ignorant of the business, and to set those who were already, or might become masters, more on a level with each other, to prevent the increase of hands, advance the wages, and diminish the number of working hours. Many, however, of the most conscientious journeymen, stood out for a long time, rather than act so contrary to their duty and the interest of their masters. But finding the power of this combination so great, they chose rather to submit than be obliged to leave their employ. Almost at every meeting they made laws; and, this at a time when the demand for goods was so great, and workmen so much wanted, that premiums were given for them by the masters to the amount 5, 10, and 15 guineas per man, so untrue are the assertions of the men, that distress and want of work, has been the cause of this combination, that the reverse has been the fact; they have always been most dissatisfied, when they have had the most work and greatest wages. The combination being thus generally established, their high wages enabled them to subscribe more largely to their fund, and they applied their laws with greater severity; this caused some of the masters to throw off the yoke; amongst whom were the house of Messrs, Roe and Kershaw of Chadkirk, near Stockport, the greatest part of their workmen, however, turned out, and were supported from the journeymen's fund, and the masters were under the necessity of continuing their business by means of new hands.

The power of the combination continued still to increase as well as their fund, they now levied fines, from 5 to 15 guineas upon any journeyman that disobeyed their orders, whom they called *knob-sticks*; both the masters and workmen were now completely at the controul of this combination; few apprentices were taken, and for every one they permitted their masters to take, they demanded 5 guineas premium, either from the master or apprentice, which they put to their general fund. But that which was found more grievous to the masters, was the premiums given to the journeymen, which tempted the men

to leave their employ, with their work unfinished, often in debt, and without a day's notice. This caused a meeting to be called of the masters, early in the year 1790, at the Bridgewater Arms, Manchester, to take into consideration the state of the trade, and to adopt measures to defeat and prevent the unlawful combinations of the journeymen. To prevent masters from enticing each other's men by premiums; and to cause the men to finish up their work and not to leave their masters in debt, it was agreed that each master should give his servant when he left his employ lawfully, a written discharge, and that no master should employ another's servant, who had not with him such a discharge, purporting that he had finished his work, and left his master honourably. To counteract this, and keep up the practice of getting premiums from their masters, to keep up the combination and prevent the masters from applying their new regulations, the greater part of the journeymen and apprentices turned out, which was called the "*General turn out*," when the country was in great confusion. In the day-time, these men held meetings in woods and on commons, and drank and revelled in public houses at night. Hand-bills were published by them, stating very unjustly, that their masters had oppressed them, and that they had overstocked the trade with apprentices, when in fact there were not a sufficient number of journeymen and apprentices in the business. Some of the masters proceeded against a few of the leaders of the combination, by a course of law, but this had no influence on the great body of the men. Having been out a month or six weeks, and the demand for goods being very great, some of the masters agreed to employ their men again on their own terms; but other houses were determined to be masters of their own business, and direct their own works.

The late Mr. Peel, the father of the family now in business, and who we may call the father of the print business in Lancashire, who had suffered much by the riots of the weavers, against the improvements made in cotton machinery some years before, saw in this combination, the same spirit and the same object pursued, he therefore acted as a friend to improvements

and to the interests of his country, by strongly opposing them: he and other masters now began to supply their empty shops with new hands and apprentices. Sir Rt. Peel who in this business, and the different branches of the cotton business connected with it, has done so much for the interest of his country, by increasing its resource; and employing its population also, saw and felt the injurious effects of this combination in Lancashire, and was under the necessity at this time of establishing print works at Tamworth in Staffordshire, where free from the restraints and controul of this combination, has since printed from 40 to 50,000 pieces per annum, principally by means of machinery and apprentices. So soon as the masters appeared to act independently, a few journeymen and old apprentices returned to their employment, but they were much abused by those who remained out, and who called themselves *flints*, at the same time stigmatizing the persons who had returned to their work, with the name of *knob-sticks*.

The masters now publicly offered the men out of work, their old wages and to continue them the same, but the men declared *wages were not their object*, which was to compel the masters to comply with their laws and regulations; in fact, nothing would satisfy them but having the power and dominion. Their fund of money was now applied to support them in a state of idleness, and many of them who had tasted its sweets in the "Mosney turn-out," had no inclination to return to their work. The masters continued to increase their new workmen, and found those they had taken on at first improved so much, that in the space of two months, they became very useful. Others of the men seeing this, returned to their duty, and the masters engaged not to lower their wages which they had before offered to all the men.

The masters were now enabled to do a tolerable quantity of good work, and the men out of employ finding their money rather low, wished to make an agreement with their masters, and had several meetings with them for that purpose; they at first wished to compromise the business by giving up their

most extraordinary demands, that of the masters not being suffered to use machinery, &c. they wished the masters to discharge their new apprentices also who had served them in their time of need, but the masters resolved to keep them on, and to manage their business without being controuled by their servants, at the same time gave them liberty to return to their duty. Still promising their old wages. Having now been out upwards of four months, and their fund exhausted, they all returned to their work on their masters' terms, after expending near 5,000*l.* besides the loss of their labour, which might amount to 10,000*l.* more.

During this *turn out*, the masters had taken upwards of two hundred apprentices, yet there was full work for all, both new and old, a fact which fully disproves the assertion of the journeymen as a pretence for their conduct, viz. "that the trade was over stocked with hands." The trade now continued quiet and peaceable for some years, until they had recruited their funds, and made good the losses they had sustained in the late turn-out; they then again manifested a spirit of dissatisfaction, and though the masters had not lowered their wages, they advanced step by step, until the combination had again acquired its full power, and in some instances more than before, for they forced some masters to discharge overlookers and foremen whom the journeymen did not approve of; remembering, however, that the "general turn out" had not been attended with success, they adopted a new plan, that of turning out from one shop at a time, and thus compelling masters, individually, to submit to their laws. The first principal *turn out* of this sort, which continued for any length of time, was at Messrs. Shaw & Co's. works, at Ratcliff, near Manchester; its duration was near four months. This house had taken on many journeymen at the "general turn out," who now received from these journeymen, evil for good, but after both masters and men had expended large sums of money, in a fruitless contest, the men went to work again nearly on their own terms. At other grounds, they found it more difficult to gain their ends: for the trouble they

gave their masters, inclined many to make great improvements in machinery, by means of which great quantities of goods were printed, independent of the journeymen; and on their turning out, some masters took on apprentices, and the combination labouring under this last difficulty, in enforcing its commands, now applies to Parliament for an act to prevent masters from taking apprentices. Such has been the rise and progress of the combination of the journeymen calico-printers.

Information similar to the above, in other manufactories, is earnestly requested.

ON CORPORATIONS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, Dec. 3, 1808.*

I AM much obliged by your information, that my Paper on Corporations would be more acceptable in the familar form of Letters. I inclose my first on the subject.

I remain, &c.

LETTERS ON CORPORATIONS.

LETTER I.

CORPORATION.---The definition of this term, comprehending such a variety of classes, we shall defer, until we have in some degree traced the rise of such bodies, and the reasons which induced their formation; as these reasons throw a considerable light on their original nature. Amongst the institutions of almost all the states of modern Europe, but among none more than those of England, collective bodies of men, under the names of bodies politic, bodies corporate, or corporations, make a conspicuous figure: at their first introduction they were little more than an improvement on the communities which had grown up imperceptibly without any positive institution; and for a considerable

period, the shade which separated the one from the other, was so delicate as to require the most minute attention, and the most discerning eye to distinguish. The whole history of the incorporation of towns in every country in Europe, proves that the king did not exclusively possess this prerogative: the inhabitants were originally the tenants, or dependants, either of the king, or some particular nobleman, on whose demesne they resided; and the superior, whether king or lord, exacted from them not only a rent for the lands which they possessed, but various tolls and duties for the goods which they exchanged with their neighbours. These exactions, which had been at first precarious, were gradually ascertained and fixed, either by long custom or express regulations. But as on the one hand many artifices had been frequently practised, in order to elude the payment of those duties, so on the other, the persons employed in levying them were often guilty of oppression; the inhabitants, therefore, of particular towns, on their increasing in wealth, were induced to make a bargain with the superior, by which they undertook to pay a certain yearly rent in the room of all his occasional demands, and these pecuniary compositions being found expedient for both parties, were gradually extended to a longer period, and at last rendered perpetual. An agreement of this kind seems to have suggested the first idea of a *Borough* considered as a *Corporation*. Some of the principal inhabitants of a town undertook to pay the superiors yearly rent; in consideration of which they were permitted to levy the old duties, and became responsible for the funds committed to their care. As managers of the community, therefore, they were bound to fulfil its obligations to the superior, and, by a natural extension of the same principle, it came to be understood that they might be prosecuted for all its debts; from hence they obtained, of course, a right of prosecuting all its debtors. The society was thus viewed in the light of a body politic, or fictitious person, capable of legal debts, and executing every sort of transaction by means of trustees, or guardians. This alteration in the state of towns being accomplished, it became the parent of many others: they were now generally

in a condition to dispense with the protection of their superiors; they formed a guard to defend themselves against a foreign enemy, and to secure their internal tranquillity. On this account, beside the appointment of their own administrators, they obtained the privilege of electing magistrates for distributing justice, which were by this means vested with the local government of the place.

Such is the view of the rise of these establishments, given us by Millar in his Essay on the English Government, and Stewart in his Dissertation concerning the Antiquity of the English Constitution; a very sensible writer in the Gentleman's Magazine, for 1787, traces their progress from motives more numerous, and probably gives a more faithful picture: some of our forefathers, he says, finding certain spots more convenient for their residence than others, fixed their habitations upon them, and thereby formed villages. After some time, it was perceived that these persons, by dwelling in the vicinity of each other, enjoyed many advantages that the inhabitants of woods and plains were without. Many are the cases in which man stands in need of the assistance of his fellow-creatures; where men dwell together, this assistance is always at hand; where they do not, it is to be searched for, and is, perhaps, not found at last. This observation being made, more people settled in the villages, the villages became towns, and the towns cities.

It is as yet seldom found, that in a number, all are good, benevolent, or well-informed; the more persons there are collected in a place, the greater is the probable number who are inclined to wickedness, disorderly conduct, ignorance, and malice; these miscreants must be controuled, or the honest part of the community would enjoy neither property, peace, nor life; from hence it became expedient to intrust certain persons among them with power for enforcing and executing the laws, for protecting the inhabitants at large, composing their differences, and enacting such regulations as were necessary for the preservation of order, and beneficial to the community.---But alas! the remedy for one evil too frequently produces another; and few men there are, who,

like CINCINNATUS, WASHINGTON, &c. have felt the sweets of enjoying power, without struggling for a larger portion of it; the regulating officers *assumed* higher authority than was ever *conferred*, and to secure it, procured ratifications from the legislature. Thus originated corporations; the members of which having ever had the same propensity to extension of authority as their predecessors, have continued to tread in the same steps, and are now become so arbitrary as to render the interposition of Parliament necessary for restraining them within the limits of their respective charters; and indeed, in those charters are clauses so very repugnant to the spirit of the English constitution, so *detrimental* to *trade* now, and so destructive to the interest of some of our industrious fellow subjects, that it would be of immense service to the kingdom were the charters all called in, most strictly scrutinized, and an account compelled to be given of the receipts and expenditures for these last fifty or a hundred years, upon oath; the accounts to be published, and also to what purpose the monies *ought* to have been directed; and the fines, pains, and penalties of perjury severally put in practice against any offenders; after which to annihilate the charters altogether, and adopt such a mode of distributing justice, by *well informed and liberal men*, as may to the wisdom of Parliament seem most proper: this, Parliament could accomplish, and probably would, if it was properly represented to them. It is within the knowledge of the writer of this article, that the corporation of Newcastle-upon-Tyne petitioned Parliament to prohibit the people of Sunderland from deepening and improving their own river Wear! An application was also made by the same corporation to stop the Oxford Canal; and the reasons for both these procedures were given without any hesitation, and in the face of day: "That in case the respective plans succeeded, coals would become too abundant and too cheap in the London market!" It is probably for the same reason that, though they are in the acknowledged receipt of nearly twelve thousand pounds per year, from coals and ballast, for the purpose alone of cleaning out their river, not a sixpence has been expended on that object,

and the river yearly getting worse! By their means also, the canal from the east to the west seas, by Hexham and Carlisle, was hindered of accomplishment, and a custom-house for North and South Shields is also prevented, though the ships all belong there, and lie, comparatively speaking, there; and the population of the two is equal, if not superior, to the town of Newcastle! And the reasons the corporation gives, with an unblushing front, is, that it is necessary to throw all the difficulties and impediments in the way of the collier vessels that they can, lest the price of coals at London should fall! *Proh pudor!!*---From one corporate body, may we not judge of the rest?

Thus have we given a *general* view of the rise and fatal effects of our present subject; what town first adopted corporation government decidedly, perhaps, cannot be discovered; it is supposed that Winchester has that *honour*, of which it is said, that the first guild, or confraternity of merchants, was established there so early as the reign of Ethelwolf, the father of Alfred the Great, and that a charter of *immunity from toll throughout the kingdom* was granted to this guild, by Henry the First, a participation of which privilege was not conferred on the citizens of London till the reign of Richard the First. We also find in the archives of the city of Winchester, that it is described as incorporated by the name of mayor and bailiffs, anno 1187; that is to say, about twenty years before LONDON obtained a charter for the same purpose; during which its chief magistrate enjoyed no higher title than that of portgrave, or bailiff of the port.

Thus, in municipal (and we may also add ecclesiastical) corporations, we see a few leading men, of turbulent and rebellious propensities, secured to themselves and their successors the power of trespassing on the rights and liberties of their townsmen, under privileges given by a tyrant; and the spirit of aggrandizement has unfortunately continued under the mildest and most equitable sovereigns!

Having contemplated their rise, we now come to other parts of our subject.

One essential characteristic of a corporation, as including

mayor, aldermen, &c. or dean and chapter, &c. is an indefinite duration, by a continued accession of new members to supply the place of those who are removed by death, or other means; this, in the language of the law, is called perpetual succession. One object of these invincibles is to divide the produce of those burdens they impose on their townsmen, under the appearance of tolls; to secure these, their powers are perpetuated by never-ceasing jealousy on their side, imposing the shackles of ignorance on their constituents, and with them the terms ENQUIRY and REASON are synonimous with DISCOVERY and RUIN; i. e. *Dissolution of their charters.*

It is another characteristic of a corporation, that it is capable, in its collective capacity, of possessing property, and transmitting it under the protection of their invincible existence to the body of their successors, so long as such a power exists; it is a natural consequence of this principle, that some of them have become so powerful, so aggrandizing; that, for instance, of Newcastle-upon-Tyne, which even defies the Duke of Northumberland; who, in consequence of their power and threats, refuses to let his people of North Shields have a custom-house, though, as we before stated, three-fifths of the shipping employed in the river Tyne belong to it and its opposite town, South Shields; and though these two together contain more inhabitants (thirty-four thousand) and of more opulence than Newcastle!

The resistance which has hitherto been made use of against naturalizing the Jews in this kingdom, is not exercised with near the strength of argument against that unfortunate people that it might be against corporations. Is it that the lands of this kingdom would be soon in the possession of these sons of circumcision that they are not allowed the rights of other subjects; and does not this apply to corporations, "ecclesiastical as well as civil?" To what is one great cause of the hindrance of so many tens of thousands of acres, of good improvable ground, lying as "waste and howling wildernesses," or to the decay of the trade of some towns, whose corporation revenues are immense, but to the engrossing spirit of mayors and common council, of deans and

chapter? A further parallel might be drawn, but this is not the place, it is left to the ingenuity of the reader; it may be necessary here, however, to add that corporate bodies, such as these we immediately treat of, may be more offensive and deterring to public improvement, than the families of the Jews, not only inasmuch as the former is protected and encouraged and the latter only enjoy "liberty by connivance," but also as the *property* of corporate bodies is nearly equal to that of all the Jews in England, and their power is infinitely greater.

We advance to the legal definition of "*corporation*," and after examining it in all its varieties of legal interpretation, existence, and power, we shall view it as an object for the moral philosopher, and should our conclusions terminate in a conviction of its being "rotten to the very core," some methods will be suggested to cleanse the Augean stable.

A corporation may be defined a body politic or incorporate; a collection of individuals united into one body, under a special denomination, having perpetual successions under an artificial form, and vested by the policies of the law with the capacity of acting in several respects as an individual.

I shall perhaps trouble you on this subject again next month: in the interim.

I remain,
Yours respectfully,
PHILANTHROPOS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

DEAR SIR, *North Shields, Nov.* 20*th* 1808.

I HAVE to acknowledge the receipt of your obliging inclosure of the first half sheet of the 6th No. of the Tradesman: I sincerely wish your Publication success, and many such correspondents as J. C. of Liverpool.

I have sent you with this a Case with Counsels opinion concerning the River Tyne; it was drawn up ten years ago, preserving it in your Magazine, will doubtless assist my townsmen in any future struggle with the Corporation of Newcastle upon Tyne, and I hope may be the instrument of gaining you further communications on the subject.

I forward you also, facts towards a history of North and South Shields; they presume to nothing of system, but are submitted to your Magazine, to be used

from thence by any gentlemen who may think proper to compile a history of either or both those places.

I understand our mutual friend Mr. W. intends sending to you by the same conveyance, a statement of the difficulties we labour under, from the want of a Custom House at this port—may he be successful in his benevolent endeavours.

I am, Dear Sir,
Yours to command,
A SHIP OWNER.

Case, respecting the Deterioration of the River Tyne, for the Opinions of George Wood, and George Sowley Holroyd, Esqrs. Barristers.

THE River Tyne, had of late years, been so much neglected by the Corporation of Newcastle (who are the Conservators thereof) and had so grown up, as to cause the nobility, gentry, merchants, ship-owners, and others, to be much alarmed for the continuance of its navigation:—Several meetings have been held, surveys made, and enquiries set on foot, in consequence; and the result is, that there is great blame in the corporation, and long before the first meeting in 1796, and since that time, up to this day, *not a single act* has been done by the Corporation of Newcastle, for removing the sands lately grown up, or otherwise improving or preserving the Tyne.—It is detrimental to the national interest, to permit the conservation to remain longer in such hands; and proper, that parliament be applied to, to remedy the evils.

But, before that application be made, the committee appointed for carrying into effect, improvements in the Tyne, wish to be satisfied, especially before new tolls are applied for, and granted for those purposes, of the nature of the *present tolls*, received by the corporation, from merchants and owners of ships, resorting to the Tyne: It is necessary, therefore, to remark, that prior to a trial at York in 1793, between Leighton, a freeman of London, plaintiff, and Watson, the water bailiff of the corporation of Newcastle, defendant—the corporation received, amongst other tolls, of London freemen, 3*d.* per chaldron on all coals exported, and 5*d.* per chaldron from non-freemen.

Since that time, they have received nothing from London freemen; and only 2*d.* from non-freemen. The freemen of Newcastle *never paid* any tolls on coals.

On ballast brought into the Tyne by light ships, the corporation receive of Newcastle freemen 2*d.* per ton, and from all others 6*d.* per ton;—but this toll has frequently varied in amount, and very little doubt remains of its being an illegal imposition.

In wading through all the charters, commissions, and acts of parliament relating to the corporation of Newcastle, and the conservatorship of the Tyne, granting the corporation, privileges, and confirming their customs, from Henry the First, to the end of James the Second, *no tolls* are given, by name or amount, to the corporation:—But in Brand's History of Newcastle, who seems a faithful recorder of all their immunities, or pretended immunities, it appears, there is a tolf due to the corporation, recorded as follows,—Tempore Hen. Regis,

De Nave culatâ 4*d.* si vend. infra Villam, vel veniat in Villam.
De Nave non culatâ 1*d.*

And in the year 1676, a committee report to the common council of Newcastle, the duties received upon clearing, as follows:

1. *For a Free-Ship of Newcastle, clearing.*

For entering ..... 1*d.*
For his ballast, at 10*d.* per ton, pays ..... 6*d.*
For his ballast, at 9*d.* pays ..... 5*d.*

2. *For a Freemans' Ship of London, and 25 other Towns.*

For his ballast, some 9*d.* others 10*d.* per ton.
For his first shovelful 1*s.*—Buoyage 4*d.*—Entering 1*d.*—In all 1*s.* 5*d.*
For his coals per chaldron 3*d.* and stones likewise.

3. *For to clear an Un-Freeman's Ship.*

For his ship and boat 1*s.* 8*d.* besides the 1*s.* 5*d.* paid by Freemen, in all 3*s.* 1*d.*
For coals 5*d.* per chaldron, or stones likewise.
For his ballast 9*d.* or 10*d.* as the shore requires.

By the above, it appears, in *respect of ballast*, that 4*d.* per ton was the toll then demanded, as a Newcastle freeman paid 6*d.* when a non-freeman paid 10*d.*—and the 6*d.* is, in fact, for labour in conveying the ballast.

In the year 1629, a *Quo Warranto* was brought against the mayor of Newcastle, and the toll of 2*d.* per chaldron claimed on coals, was then allowed. And in the time of Henry VI. about the year 1448, an inquisition was taken, wherein the *jurors found*, that the mayor and burgesses of the town of Newcastle, held of the King, from the time whereof the memory of man was not to the contrary, the town aforesaid,

at Fee-Farm, whereof the water of the Tyne and the bed of the river covered, from all the time aforesaid, from a place called Sparrhawk in the sea, to a place called Hedwyn Streams, *are parcels*, with the appurtenances, liberties, and free customs of the same (saving the royal rents, prizes, and assizes in the port of the same town): And that they had as appurtenant to the liberty and custom of the town, and as parcel of the farm, a certain toll for the support of the town and farm aforesaid, of every chaldron of coals 2*d*.

The principal questions now, for determination are, not only whether the remaining toll on coals and ballast are legally due, but whether due to the corporation, in that capacity, without any reference to the conservation of the river, and the mode to be adopted, to try those points.

In the year 1788, the mayor, aldermen, and common council, in a petition to the House of Commons, against the ship-owners bill, for regulating the coal trade, state, that if such bill passes into a law, that the vend of coals will decrease, "to the injury amongst other things of their dues; in consideration of which, they incur a considerable expence in maintaining and supporting the harbour and port of Newcastle.

And in the year 1793, in their plea to Mr. Leighton's action, they state, "that the burgesses of the said town, from time to time, for all the said time whereof the memory of man is not to the contrary, by their various names of incorporation, until the said 30th of August, in the said one-and-thirtieth year of the reign of Queen Elizabeth, and the mayor and burgesses for the time being, from thenceforth hitherto, have repaired and maintained, and have been used and accustomed, *and of right ought to* repair and maintain the said port, when and as often as it should be necessary, at their own proper costs and charges, for the use and benefit of all persons importing and exporting goods there, and for the benefit and advantage of trade and navigation there, and for all the time aforesaid, *have of right been* entitled to, and have had, received, and taken, and have been used and accustomed to have, receive, and take, among other tolls and duties, a reasonable toll or duty, to wit, 5*d*. for every chaldron of coals put on board any ship or vessel within the said port, with intent to export the same, from the said port, the said coals not belonging to a freeman, &c. And there is a like plea as to taking 3*d*. per chaldron from freemen of London.

Now from the reason of the thing, and from the above petition and

plea of the corporation, it seems, all tolls received from coals exported or on ballast brought in ships, are in respect of maintaining the port; and that a non-application of all, or part, amounts to a forfeiture.

Upon the reason of the thing, it appears also right, that every person using a port, whether a freeman *there*, or not, should pay an equal toll, and that the aggregate amount of that toll should be adequate to the expence of maintaining the harbour, and that the same should be applied to no other purpose.

1st. You will, therefore, consider and advise, whether it appears to you, that the tolls on coals and ballast, and other tolls on merchants, importing and exporting merchandise into and from the Tyne, in respect thereof, are (if due to the corporation) due to them for repairing the port, or due to them, as a corporation, without being accountable for any particular application?

Mr. Wood's Opinion.

1st. It appears to me, that the toll of 2*d.* per chaldron on coals put on board ships in the port of Newcastle, to be exported, not being the coals of a freeman of Newcastle, or other exempt person, is an ancient prescriptive toll, legally payable to the corporation of Newcastle, as owners of the port of Newcastle:—There may be other tolls on merchants importing and exporting merchandise into and from the Tyne, legally payable to them, and which derive their origin from the same source. It appears to me also, that the corporation, in consideration of being owners of the port, together with its appurtenances, such as tolls, &c. are bound, by prescription, to repair and cleanse the port, so as to keep it free and safe for navigation. This *Onus* is certainly imposed upon them in consideration of the benefits they receive; and yet I do not conceive these tolls can be said to be specifically appropriated to the purposes of repairing and cleansing the port, and to no other purposes:—They appear to me to constitute part of the aggregate fund of the corporation, indiscriminately applicable with any other part of their revenues, for the general uses and purposes of the corporation.

Mr. Holroyd's Opinion.

1st. The above toll on coals, and the other tolls upon importation and exportation of merchandise into and from the port of Newcastle-upon-Tyne, must, I think, be considered to be *port tolls* or *duties*, and payable as such, for and in respect of the port:—As such, and as founded upon the consideration of repairing and maintaining the port, the duty of 5*d.* a chaldron on coals was claimed as well in Vinkeytone

ver. Ebden, *Carth.* 557, and 1 *Lord Raymond* 384; as also in the above case of Leighton *ver.* Watson;—and although in that case the duty of 5*d.* was invalidated, the duty of 2*d.* only appearing to be the rightful duty, yet the mode in which the corporation has claimed the duty on coals shews, that it has always been considered as been founded upon the consideration of repairing the port. So it has been claimed too on other occasions, as appears from *Lord Hale*, in 1 *Harg. Law Tracts* 231; and it has been applied to the repair of the port. And I conceive that this and the other duties on importation and exportation of merchandise, will be deemed to have arisen from, and to be supported by, the consideration of maintaining and repairing the port. It has been held, indeed, that making the port, and also that the benefit that the King's subjects derive from the liberty to bring goods into a port, is itself a sufficient consideration for a toll. (*See* 3 Burr. 1405, 1406.) From this, and from the consideration of the ownership of the soil of the river and of the bank, with the liberty there, of landing, it might perhaps be said that in some cases *port tolls* might exist and be supported without the obligation to repair the port, as a part of the consideration for toll;—but that would be, I think, doubtful, particularly as it seems to be stated as a general rule, by *Mr. Justice Powell,* who was a very able judge (2 *Lutw.* 1523) that one who has a port, is bound to repair it. But however the general law applicable to every case may be, I conceive, that by the mode in which the corporation have themselves, on various occasions, in pleading, stated the obligation to repair, and by their former usage, they will be deemed liable to maintain and repair the port.

2nd. Whether the toll on ballast can be maintained, when, in fact, it has been much varied; and inasmuch as on toll on ballast is ascertained in any inquisition, or judgment on a *Quo Warranto?*

Mr. W.'s Opinion.

2nd. I apprehend there may be a prescriptive toll for ballast, and that the corporation may be entitled to the landing and depositing of ballast, and may prescribe for a reasonable toll or compensation for the labour of doing it; and their being owners of the port, and interested in its preservation, is a good consideration for this article being under their regulation: And although this toll or compensation may have been varied, I apprehend that does not go to the destruction of the thing itself; but that, upon trial, the jury would have to ascertain its nature and quantum.—If a toll or compensation has been immemorially received,

I apprehend the omission to mention it, in any inquisition, or judgment in *Quo Warranto*, is not a sufficient proof against its legality or existence.

Mr. H.'s Opinion.

2nd. The variation, from time to time, of the toll on ballast, in my opinion, tends to shake the validity of the corporation's claim to *it as a toll.* And I rather think, that unless they can shew a right to a specific sum, their claim to ballastage as a toll, will not be established as legal. Supposing it, however, to be capable of being established as a legal toll, it may be payable either as a port duty, &c. for the arrival of the ship with ballast in the port, or it may be due for the liberty and privilege of casting the ballast on the ballast shore:—If the former, it stands on the same footing with the other port tolls:—If the latter, it seems due for the privilege of using the ballast shore for that purpose, which either is or may be presumed to have been the soil of the present or former owners of the toll. If it be not due as a legal toll, but if, from its uncertainty, it be only a sum payable to the corporation, not as toll, but as amends for being allowed to cast ballast upon their soil, and payable by such only as chuse on those terms to deposit their ballast there, the corporation are under no restriction whatever, as to the application of that money, nor does any burthen result to them in consequence of receiving it.

3d. If the tolls are, in *respect of the port*, whether a non-application on their part, of *all*, or *part*, amounts to a forfeiture?

Mr. W.'s Opinion,

3d. Although the tolls are payable in respect of the port, it does not appear to me, that any non-application of those tolls to the purposes of repairing and cleansing it, can amount to a forfeiture of the port. If there was any original grant from the Crown to the corporation of this port, with its tolls, &c. which contained a condition, that the grant should become void, for not repairing the port, &c. then the Crown in that event might proceed to dispossess the corporation of the port, &c. but without such an existing conditional grant, I do not see how a forfeiture could be supported.

Mr. H.'s Opinion.

3d. I think there may be a non-application of port tolls, in part, and even in all, without its amounting to a forfeiture. That owners of port tolls are not in all cases bound to apply them in the whole to

the repair of the port is, I think evident from this circumstance, that they are frequently taken as a compensation, in part, at least, for the liberty to the public of lading and unlading on land which was private property, and as a compensation for that liberty and use of private soil. If the owner was bound to apply the whole toll to the repair of the port, whether necessary or not, he would have no compensation for the use of his land, which has thus been dedicated, in part, to the public uses. It may be too, as has been legally said (see 3 *Burr.* 1406) that a port may, not for very many years, or even ever want repair:—In that case, therefore, it would be no breach of duty not to apply the tolls to that purpose. There are also incidents to a port, for which the owners of the port may properly take care of and expend part of their tolls in forwarding, securing, and establishing, as well temporary as durable or perpetual arrangements in the port town, namely, for the sale of merchandises, victualling of mariners and ships, and the lodging and entertainment of mariners (see 1 *Harg. Law Tracts* 56) as well as in the conservation of the river of the port:—Where, however, the consideration of the tolls, in part, or in all, is the repair of the port, the owners of the tolls are, I think, by law, liable to the repair, where it becomes needful; and that obligation is not, as I conceive, limited to the temporary amount of the tolls. The tolls being granted and accepted on that condition, the condition is, I conceive, to be fully performed at times when it proves burthensome, as well as the benefit of the tolls is to be received at times when the condition is not wanted to be performed. For the want of needful and proper repairing or maintaining of a port, the legal remedy is by indictment (see 2 *Lutw.* 1523, also 1 *Harg. Law Tracts* 87) It has been held that the abuse of any privilege incurs a forfeiture; and though I have not found any instance of an application of that rule to a port and port tolls, yet I rather incline to think, a gross neglect of that nature would, in law, amount to a forfeiture:—But I doubt whether such forfeiture would be absolute, or only until payment of a fine for the abuse, and till replevyn or redemption of the franchise. (see *Sir Wm. Jones* 283,—2 Inst. 222.

4th. The mode you would advise, to try those questions and rights, and each of them,—especially as to the application of the toll, and the consequences of non-application;—because, before the committee go to parliament, they wish to know what tolls are due in respect of the conservatorship, or rather applicable to maintaining the port, and which the corporation has refused informing them?

Mr. W.'s Opinion.

4th. I think the mode of trying whether the corporation are bound to repair and cleanse the port, and if they are, of compelling them to do so, is to indict them as for a common nuisance, in their neglecting to do it; and such an indictment appears to me to be maintainable, the port and river being navigable for all the King's subjects. And being so, I do not see that an action can be supported, or that there is any other mode of proceeding. And I think the effect of such a proceeding, should be tried, before any application to parliament.

Mr. H.'s Opinion.

4th. The proper mode to try the obligation of the corporation to repair and maintain the port, in the respects in which it is said to be defective, and to apply the tolls for the purpose, is, I think, by indictment, for suffering the same to be in want of such repairing and maintaining. Where a forfeiture is incurred, the mode of proceeding to take advantage of the forfeiture, in liberties or franchises of the like nature with these, is, I incline to think, by an *inquisition*, finding the causes of forfeiture, upon a commission for that purpose, out of *Chancery*, or by a *Sci. fa.* after conviction by indictment. 3 *Lev.* 223—228.

5th. Whether you apprehend parliament would, upon proof of the *non-application* of the present tolls, pass a bill to *abolish the same*, and impose an equal tax upon all ships, or coals, &c. exported, and vest the same in commissioners for the sole purpose of cleansing and supporting the River Tyne; or they would first require a decision of the courts, against the claim of those tolls, by the corporation?

Mr. W.'s Opinion.

5th. I do not apprehend parliament would pass an act to abolish the tolls payable to the corporation, and imposing a tax in lieu of them and vest it in commissioners, for the sole purpose of cleansing and supporting the river, as that would be to deprive the corporation of their inheritance: At least, I think no such parliamentary relief can be obtained without a full compensation made to the corporation:—And until all means of compelling the corporation to cleanse and support the river have been tried in vain; and unless the navigation shall appear to be in imminent danger of being lost, without the interference of the legislature.

6th. And, in general, as it is the wish of the public, that the conservatorship of the Tyne should be in commissioners, appointed by parliament;—and that the present toll should cease, and an *equal*

toll upon all, be substituted,—the means you would advise to be pursued?

Mr. W.'s Opinion,

6th. The means to be pursued, I think, are by indictment, as above-mentioned;—and which, I think, is an essential preliminary to any application to parliament.

Geo. Wood, Middle Temple, 31st December, 1798.

Mr. H.'s Opinion.

5th. and 6th. I do not think it probable that parliament would, upon proof of the non-application of the tolls, pass a bill to abolish and take away from the corporation, without their consent, the present toll; but that they would first require it to be established by a decision at law, or admitted by the corporation, to what extent they are liable to the burthen of the improvement and preservation of the Tyne, and how they have neglected their duty in that respect, before they would abolish and take from them, these tolls, and substitute others in their place. Indeed what the parliament would probably then do, would be matter but of mere conjecture. In order to carry the wish of the public into effect, by vesting the conservatorship of the river in commissioners, and obtaining an equal toll upon all, either by way of substitution for, or by way of addition to the present tolls, by application to parliament, it seems to me adviseable to cause inquiries to be made as to the steps that have been taken with respect to the improvement of other ports, with a view to an application for parliamentary aid, particularly in cases where there were previously tolls or duties established, and an obligation consequent upon them in some corporation or persons to repair and maintain the port. From what shall be the result of such enquiries, and from the nature of the parliamentary aid given in those cases, the adviseable steps to be taken, and the prospect of success in the present case, will be more capable, as it appears to me, of being judged of, as well as the necessity or propriety of previously ascertaining and fixing, by proceedings at law, or otherwise, the extent of the liability of the corporation, towards the desired improvements, and the insufficiency of their present means for that purpose.

G. S. Holroyd, Gray's Inn, 25th April, 1799.

Further Queries for Mr. Wood's Opinion.

1st. Where the corporation now receive 15*d.* a ton for ballast, laid upon any wharf, from a non-freeman, they receive 11*d.* from a Newcastle freeman; and as the proprietor of the wharf's charge is

only 9*d.* for conveyance and depositing, which he receives from the corporation out of the 15*d.* or 11*d.*—there seems a toll collected *from freemen* of 2*d.* per ton, and from *non-freemen* of 6*d.* And it is only a few years ago, the ship-owners (especially the freemen) knew, they paid any toll on ballast, as they supposed the whole was for conveying and depositing. Whether, therefore, in your opinion, this militates against such a toll; and what mode you would recommend, to try the right to that demand; and if a toll by prescription can exist, against the freemen of a corporation, and whether a corporation could, by a by-law, impose it upon the freemen?

Mr. W.'s Opinion.

1st. I apprehend the corporation of Newcastle may, by prescription, be entitled to the sole privilege of conveying and depositing ballast, and may also be entitled, by usage, to 15*d.* a ton from non-freeman, and 9*d.* from a freeman, for doing it. The regulation of ballastage is very material to the preservation of ports. In the River Thames, it belongs to the Trinity House at Deptford. The same custom which creates the privilege and compensation, may make either a total exemption from or a partial reduction in the compensation, in favour of freemen; it depends upon usage. Although the corporation may be entitled to the full 15*d.* or 11*d.* per ton, they may contract with proprietors of wharfs, or other persons, to do the business for less, and probably that makes the difference in this case, and not, that the overplus is claimed as a distinct toll upon ballast. I think the corporation may be entitled, by usage, to a toll from its freemen individually. The nature of this claim for ballast seems not to be well ascertained. In order to try the right, I think the best way would be, to refuse to pay the ballastage, and put the corporation to their action; or if it be a clear point, that they have a right to some toll, or prescriptive payment, but take more than they ought, then tender, what is admitted to be their right, and leave them to bring action for the remainder.

2nd. And as you recommend an indictment to be preferred against the corporation,—Whether as Newcastle is a county of itself; and the river (at least the mid-third, and at high-water, the whole) is in the county of Newcastle, the indictment must be in that county,—for it is not likely, the grand jury there, would find a bill true, when it is known, the river jury (gentlemen principally of the Trinity House, Newcastle, and freemen) have frequently presented the nuisances in the river to the courts of aldermen, and common council (men who

principally compose the grand jury) and no notice has been ever taken of the same?

3rd. If there is any, and what other mode of proceeding, if an indictment is not thought advisable?

Mr. W.'s Opinion.

2nd. and 3rd. The only mode that occurs to me is indictment, the nuisance being a public nuisance. It is possible that an individual might maintain an action, if he sustains any particular special damage, not common to the rest of the King's subjects, from a public nuisance; but a mere stoppage in an highway or a public navigable river, which is an highway, is not that particular special damage which will be the ground of an individual action. I think an indictment could only be preferred in the county of Newcastle, for the reason suggested. But I incline to think, upon the special circumstances of the case, the court of King's Bench might give leave to file an information, which might, by a proper suggestion, be tried in the county at large: But in order to found such a motion, I think it should appear, by affidavit, that the grand jury, for the town and county of Newcastle, are interested in the question; and also the ineffectual attempts which have been made in their courts, for redress, should also appear. *Geo. Wood, 13th January, 1799.*

LECTURES ON MANUFACTORIES.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I HAVE lately read through the third edition of the Chemical Catechism, by Mr. Parkes, with great pleasure and I hope some improvement; in the second and third pages of his Preface, we have the following reflections: "A further proof of the importance of the dissemination of useful knowledge may be taken from the construction of the Steam Engine. Mr. Watt often acknowledged that his first ideas on this subject were acquired by his attendance on Dr. Blacke's Chemical Lectures; and from the consideration of his theory of latent heat, and the expansibiliy of steam."

"This is a remarkable instance," says the above author, in

a note on this passage, "Of a great national advantage resulting from the establishment of Chemical Lectures. It were much to be wished that every subject connected with the trade of the country, were also treated of publicly; and that a considerable number of ingenious men, properly qualified, would follow the example of Dr. Bancroft, but on a more extended scale, and teach the philosophy of manufactures as he has taught "the philosophy of permanent colours," or like Professor Farish of Cambridge, and Dr. Ure of the Andersonian Institution in Glasgow, illustrate the various manipulations by familiar lectures, popular descriptions of processes and working models of machinery." To the above list of such patriotic lectures, that respectable author might have added Dr. Alderson of Hull. But, sir, it is not my object at present to increase the catalogue, but to request from some of your correspondents, a Prospectus of any of these lectures. It would be facilitating the wish of the very ingenious author of the Chemical Catechism, if the plan of any of these were made generally public. It is too novel not to need every assistance. Give us the outlines of these successful teachers, and have little doubt of their popularity; the plan itself of teaching manufactories, in lectures by a man of science, of industry and enquiry, is too good not to be generally adopted.

I am, Sir,
Yours respectfully,
A Friend to the Spread of Knowledge.

INQUIRIES ON GLUE MAKING.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *Perth, 10th Dec.* 1808.

I YESTERDAY received the 6th No. of the Tradesman, or Commercial Magazine. I am very much struck at the appearance, at least of liberality which pervades your Preface; in the fourth page, when offering your thoughts on the disclosure

of manufactures, which I perceive you mean to cultivate as much as possible; you say "in vain may we search through Encyclopedias and Transactions for accurate display, or even earnest research; a general terror seems to pervade them on the subject. Even the modest querist has had *enquiries returned merely from an opinion that they would not be answered.*" The rest of the passage is too long for me to quote, but your readers may easily refer to it.

Encouraged by these sentiments, I again solicit the Editor of a Magazine to insert the following queries, &c. on Glue-making, though they have been thrown aside by former conductors of magazines, which yet pretend to treat of manufactures! They perhaps despise the office of an humble querist, they forget that by so doing, they desert part of the duties they have of their own accord pledged themselves to perform; and they also forget of what advantage queries were to the introduction of the reformation.

I have long travelled the coast of Scotland, from Aberdeen to this place; and my enquiries have frequently been directed to manufactures, their improvement or their establishment, and I shall, as occasion offers, communicate my thoughts to you,—they may, like the queries of the old reformer, lead on to something better. I may obtain the wit of others, Horace's whetstone is well known, but I think a better reference may be found in a proverb of our own country—"Bode a gown o' gowd and ye'll ay get the sleeve o't."

In the coasts where I travel, there are a number of Tanneries, particularly about this town, their refuse, the peelings and cuttings of the skins, which in England are called spetches, are here called *scrows*. These, sir, I have found in almost every instance are *thrown away*, which does not exactly agree with the general character of my countrymen. My object in this communication, is to rouse the attention of the inhabitants of the North Coast, to the establishments of Glue manufactories: I have little doubt, but even with this declaration, some of your liberal minded manufacturers will favour you with the mode

of making Glue. Ours is generally got from the west of Scotland, so that it cannot interfere with any London maker; and he will enjoy the cheering reflection of being the means of turning to use, cartloads on cartloads, of an article at present useless.

Allow me a little more of your attention before I conclude this: our coast might be famous for fisheries, were any attention paid to them; and from these, a quantity of fish glue might be procured; this only wants a little purifying, to render it as good, for many purposes, as that made from skins. Here, sir, we are again deprived of the natural advantages of our situation. Add to this, by a little fostering, and a small fund for experiment, we might produce a good substitute at least, for the famous ichthyocolla or isinglass, which would render us in a certain degree independent of the country of our late magnanimous ally, the Emperor of Russia.

I am, Sir,

Yours, &c.

B.

FRENCH GREEN?

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, 2d Dec.* 1808.

I HAVE tried a great many experiments to discover the best mode of making French Green, but have been hitherto unsuccessful; I know of no Magazine more proper to apply to than yours,---will you therefore give me a niche to inquire of your friends, what is the process observed for that colour, and why it got the name of French?

Your constant reader,

A MANUFACTURER.

PARIS WHITE AND WHITEING!

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *Dec. 3d*, 1808.

PERMIT me through the medium of your useful publication, to request information respecting an article of general consumption among paper hanging manufacturers, colour-makers, grinders of paint, &c. What I allude to, is Paris White, which I know is manufactured near Hull, and sundry other places in Yorkshire.

I can find no ono among my London friends who can inform me wherein it differs from the common whiteing of the shops. Being in the habit of consuming large quantities of both articles, I find that the properties of each are very different, therefore should be greatly obliged to any one who would point out wherein the manufacture of the two substances varies, and what is the essential distinction between them,

Yours, &c.

A COLOUR MAKER.

[WE shall be glad at all times to receive queries on manufactures for our Magazine, and we hope from its wide circulation, and the kindness of our chemical friends, that we shall in a little time after their receipt be able to answer them,—at the same time that we request our Correspondents to send us their queries, they would be still more valuable if they should be accompanied by as much information on the subject as the enquirer, can give as to the place of most general manufacture, what the article is used in, its price, mode of judging, &c. and in that case we shall be more fully able to supply the information. ED.]

CONVEYANCE OF LETTERS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

AS the speedy circulation of letters from one part of the kingdom to another, is without doubt, of great advantage to commerce; you will, I hope, lay the following statement before

the public, as it may perhaps call the attention of the government to a subject, which I think claims some attention.

The Mail Coach from London to Holyhead runs through Chester, which road, at the time mail coaches were established, was, I believe, the shortest and best but since that time new roads have been cut through Wales, and very few travellers from Dublin to London now pass through Chester, excepting those who travel by the mail.

	MILE	FS.
Distance from London, by Chester, to Holyhead	278	3
London to Coventry	91	7
Coventry to Birmingham	17	4
Birmingham to Shrewsbury	43	0
Shrewsbury to Oswestry	17	5
Oswestry to Corwen (by the new road)..	17	4
Corwen to Cyrniogen	13	1
Cyrniogen to Capel Cerig	15	0
Capel Cerig to Bangor Ferry.....	16	0
Bangor Ferry to Holyhead	25	3
Total distance through the above places from London to Holyhead	257	0
Distance from London to Holyhead, through Chester ..	278	3
Difference of distance between the two roads, which about equals three hours, Chester road by Conway Ferry equals another hour	21	3

Thus would the communication by letters, between Dublin and London be four hours sooner, if the Dublin mail passed through Coventry and Shrewsbury, instead of going through Chester.

Now, sir, unless some very satisfactory reason can be given why a new arrangement should not take place, I must think the Irish are very ill used. Roads are no excuse, as those who travel by post chaises, as I have before said, prefer the Shrewsbury road.

I remain your's,
W. H. WYLLISFY

PROVINCIAL IMPROVEMENTS,

And Occurrences as relating to Trade and Commerce.

Cheshire.

THE beautiful building called the Commercial New Rooms, lately erected and opened at Chester, does honour to its founders, the architect, and that venerable city. The little expence and inconvenience which the subscribers have incurred in the erection of this structure, gives considerable hope that more general improvements will shortly take place in Chester. In this laudable object, the corporation are taking the lead in the erection of a new bridge over the river.

Cornwall.

A considerable Wool Fair has been endeavoured to be established at Somercourt Michaelmas fair, principally by the exertions of the gentlemen of the Cornwall Agricultural Society. Samples of nearly 30,000lbs. weight of wool were produced at the late fair, although it was not generally known. However, the woolstaplers seem to discourage the sale of wool in the open competition of a fair.

Kent.

A new Shire Hall is about to be erected at Lewes. The exterior of this edifice is to be built exactly after the manner of the court hall at Chelmsford, and like that, is to have a spacious market room in front, but the interior is to be improved upon.

Monmouth.

Considerable improvements are going on at Newport, by the opening of a shipping place called Pill Gwernlyn Docks. The wharfs and warehouses are completed, and large shipments of coal, iron, &c. have already been made. A new street ¾ of a mile long is also laid out, which when complete, will have a handsome appearance. The present main street is also to be

widened at the entrance into the town, and the new road forming to avoid the hill, will be of considerable advantage to travellers. The public are principally indebted to Sir Charles Morgan, for these improvements.

Lancashire.

A spacious and elegant edifice has lately been erected on the south side of Brunswick street, Liverpool, and opened as a Corn Exchange. The building is 121 feet deep, and 74½ broad. The front is a handsome elevation of the doric order, of fine white freestone,—it consists of two stories; the front of the lower is occupied, with two extra doors and two large gateways, with cast iron gates, the whole divided by columns and semi-columns. Over the entrance is a very spacious room, and a small one adjoining. The large quadrangle of the interior is lighted from above by a lanthern light, which runs along the middle of the building, and each side is lighted by three domes, having sky-lights. The whole supported by 14 cast iron pillars. This possesses a desided advantage over the Corn Market in Mark-lane, the whole being completely covered in.

FERRINTOSH PRIVILEGE.

THE lands belonging to Mr. Forbes of Culloden, which go by the name of Ferrintosh, and form the central and largest diviston of the parish of Urquhart, possessed from 1690 to 1786, an exemption from the duties of excise on spirits distilled from grain of their growth. This privilege was originally granted to the present proprietor's great grandfather, Duncan Forbes of Culloden, one of those patriots, who, at the glorious periods of the revolution, stood up in defence of the religion and liberties of their country. By opposing the disaffected, and supporting the loyal subjects in his neighbourhood, at much expence, he was materially instrumental in quashing a rebellion, which at that time threatened the north of Scotland. Going some time

thereafter to Holland, in prosecution of the same patriotic plan, the Popish faction, during his absence, laid waste his estates, particularly the barony of Ferrintosh, and destroyed extensive distilleries, of which it was the seat at that time, and before the introduction of the excise into Scotland. In compensation for the losses, which he had thus sustained in the service of government, the parliament of Scotland, by an act passed in 1690, farmed to him and his successors, the yearly excise of the lands of Ferrintosh, for the sum of 400 merks Scotch, subject, as explained by a posterior act, to a proportion of any additional duties of excise, that might thereafter be imposed by law upon the kingdom. This privilege his successors enjoyed without interruption till the year 1786. As a mark of public favour, it was not more honourably acquired at first, than it was amply merited afterwards, by a continued succession of important services in their country's cause. In 1715, the original granter's son, adhering to the principles of the revolution, raised all the men upon his estates, and deeply impaired his private fortune, by keeping them in arms at his own expence, till that rebellion was happily quelled. The services rendered to government in 1745, by that great man and ornament of his country, the Hon. Duncan Forbes of Culloden, president of the court of session, are universally known. At the breaking out of that rebellion, he applied himself with zeal to nip it in its bud. He successively invited the chieftains to Culloden house, and whilst he delighted them by his conversation and winning manners, he so wrought on them by his persuasive eloquence, that he was the happy instrument of keeping thousands from joining the Pretender's standard. His exertions at that critical juncture, whilst they brought his own liberty, and even his life into imminent hazard, involved his family in a debt, double to that with which he had found it loaded, from his predecessor's zeal in the same cause, and amounting together to upwards of 30,000*l.* sterling. About two-thirds of that sum, and less than 16 years purchase of its proven increasing value, was the

allowance made by government to the present proprietor, on their resumption of this immunity in the year 1786.

AUTHORS FAMOUS FOR INVENTIONS.

THE inventor of Typography or Printing, was a German knight, anno 1440, named John Guttenburg of Mentz, though Wimphelingus says he projected it first at Strasburg, and perfected it at Mentz: the greatest advantage that ever the commonwealth of learning received, which made Beroaldus the Italian break out into a kind of admiration, and this Lyric verse.

O Germania, muneris Rupertrix,
Quo nil utilius dedis vetustas:
Libros scribere quæ doces premendo.

What a toil was it to inscribe authors before, and preserve them from the injury of time: but now typography has put a bridle in the mouth of time, that it cannot devour so much; and has brought things under the yoke of mortality, and therefore may be justly called, The art of memory and death of oblivion. The Chinese, if we credit their books, say, they have made use of printing sixteen hundred years, which was many ages before it was known in Europe; but theirs is a different kind from ours, being letters engraved on wooden tables, which will serve for many years to reprint the same work without the new expense in setting for the press, as it is in our printing. This art was first brought into England by Mr. William Caxton of London, mercer, in the year 1471, who practised it to his great advantage.

The inventor of guns was Berthold Swartz of Collen in Germany, by profession a monk, who being addicted to the study of chemistry, and compounding a physical medicine of nitre, a spark of fire fell into it and made it fly upward. Whereupon he made a composition of powder, and including it in an

instrument of brass, found it answer his intention, and by this accident came the invention of guns, which grew into use about the year 1400, in a fight between the Genoese and the Venetians at Clodia Fossa, in which the Venetians having got, it seems, the secret from the German monk, made such slaughter among their enemies, that they stood amazed to find so many of their soldiers killed and wounded, and yet neither knew by what means it came to pass, or how to prevent it. Lipsius will have it the invention of demons, and not of men. Sir Walter Raleigh ascribes it to the Indians, and Petrarch and Valturius gives the invention to Archimedes, who by that means utterly destroyed the whole fleet of ships, commanded by Marcellus at the siege of Syracuse.

That admirable, excellent and useful invention of the Mariners Compass, and the virtues of the loadstone was utterly unknown to the ancients, and must without controversy be ascribed to the Chinese, and brought from thence by Paulus Venetus, an Italian; but the contrivance of the box, and dividing the winds into thirty-two points upon the compass, seems due to the Germans or Dutch, since the names of the several points in all languages of the world, do still continue in the German and Dutch languages.

The first navigators, builders of ships, and merchant adventurers to all the then known parts of the world, were the Phœnicians, who inhabited near the sea-side; but their invention extended no further than to open vessels, which afterwards had great improvements, for the Egyptians made ships with decks, and gallies with two banks of oars of a side. Ships of burden and stowage were first made by the Cypriots; smacks, hoys, cock-boats and skiffs by the Liburnians, brigantines by the Rhodians, and vessels of war by the Pamphilians. The Bœtians invented oars; Dædalus of Crete masts and sails; the Tuscans anchors; the rudder helm, and the art of steering was found out by Typhis, who took his hint from seeing a kite in flying, guide her whole body by her tail.

The dying a purple colour was invented at Tyre, but found

out by mere accident: a dog having seized the fish concilis or purpura, it was observed that he had dyed his lips with that beautiful colour; which being afterwards tried, and taking effect, it was worn by the greatest persons of quality for many ages, and now is the peculiar mourning of divers sovereign princes.

The making of glass was first found out by the Cydonians, of certain sands on the side of a river near Ptolomais, that were crusted into that luminous body by a hard frost, and afterwards made fusible in that city. This art of making glass was brought into England by one Benault, a foreign bishop, about the year of Christ 662, which has been found of great use in adorning our churches and mansions.

The art of writing, by which a man may communicate his mind without opening his mouth, and intimate his pleasure at 10,000 leagues distance, only by the help of 22 letters, which may be joined 585261673849766 4000 ways, and will express all things both in heaven and earth in a very narrow compass. It seems the author of this miracle is lost, and is put down with the Inventa Adespota by Mr. Thomas Read, who thus laments the author's name being buried in oblivion, and extols the invention.

> Whoe'er he was that first did shew the way,
> T' express by such like magic-marks our mind,
> Deserv'd reprieve unto a longer day,
> Than fate to mortals mostly has assign'd.

Paper, though among the English it derives its pedigree from the dunghill, *Usque adeo magnarum sordent primordia rerum*; yet the Lord Bacon reckons it among the singularities of art, and says there are very few things that can compare with it for use and excellency. It was invented by the Egyptians, and made at first of sedgy weeds, called papyri, growing upon the shore of the river Nilus, from which weed it took its name paper. By this invention Ptolomy king of Egypt was put into a capacity of furnishing his vast library at Alexandria, and finding that

Attalus, king of Pergamus, by the help of Egyptian paper, had taken up a resolution to erect a greater library than Ptolomy's, he prohibited under great penalties the carrying paper out of Egypt. Attalus encountering this disappointment, invented the use of vellum and parchment, which he made of calves and sheep skins, which from the materials was called membranæ, and from the place where it was invented Pergamena. Which exceeding in use and durability, the former invention, the Egyptian paper grew out of use, and our paper made of rags has succeeded it; though our ancestors have not transmitted to posterity, the author's name that first enriched the world with so great a benefit.

Brachygraphy, or the art of writing in characters, or short hand, was invented, says Dion, by Mecænas, others say by Aquila his freed man, and that Tertius Persamius, and Philargius improved the invention, but when all is done, they had helps from Tullus Tito, a freed man of Cicero's, who made some progress in it; but it owes its perfection to Seneca.

We are indebted to the Flemings for the art of making cloth, arras hangings, dornix, worsted, sayes and tapestry. From them we had also the invention of clocks and watches; but both those arts are now improved by English artificers, that they exceed the Dutch, the Germans, the French, and all the world in making woollen cloth, clocks and watches.

CHRONOLOGICAL ANECDOTES.

IN the year 1208. London's first free charter, for electing their own magistrates was obtained.

1212. London bridge was built of stone.

1234. Straw was used for the King's bed.

1246. Most of the houses of London were covered with thatch.

1266. Cities and Boroughs were first represented in parliament.

1299. Spectacles and Wind-mills were invented.

1300. The convenience of chimneys (vents) was not known, but every family sat round a stove, in the middle of a smoaky house. Wine was then sold only by Apothecaries, as a cordial. The houses were all of wood, and it was reckoned a kind of luxury to ride in a two-wheeled cart.

1302. The Mariners Compass invented, by which a voyage could be performed in three months, which before took up three years.

1320. Gold first coined in Christendom—1344, ditto in England.

1340. The Parliamentary grants to the King were then in kind, and 30,000 sacks of wool was this year's grant.

1344. Gold first coined in England.

1351. Groats and half groats were the largest silver coin.

1357. Coals first exported from Newcastle to London.

1391. Playing Cards invented in France for the King's amusement.

1405. Great Guns first used in England at the siege of Berwick.

1417. Paper made of linen rags invented.

1505. The first Shilling coined in England.

1590. No Sallads in England; Carrots, Turnips, and cabbages were imported from the Netherlands.

1543. Pins first made in England, before which the ladies used Skewers.

1547. Silk Stockings first worn by the French King.

1561. Queen Elizabeth wore the first pair of Silk Stockings in England.

1577. Watches were first brought into England from Germany.

COMMERCIAL TRAVELLERS' SOCIETY.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

IN such a Magazine as you conduct, any thing that belongs to so numerous a Body as that of the *Travellers*, demands your attention. In your address to "Merchants, Tradesmen, and Manufacturers," you observe that you would receive considerable gratification, could you obtain a few Correspondents from among that very respectable Society, known by the appellation Friends, &c. I must take the liberty, sir, of calling your attention to the Body whose regulations, &c. are inclosed.

Articles and Rules of a Friendly Society, formed in the City of London, called the Commercial Travellers' Society, established the 27th of January, 1800, and held at Crane-court, Fleet-street. Enrolled according to Act of Parliament.

1. THE object of this Society, is to provide a Fund for the Relief of sick and distressed Members, their Widows and Children, in the manner hereafter mentioned. It is agreed that this Society shall be denominated "THE COMMERCIAL TRAVELLERS' SOCIETY," and shall consist wholly of the principals of houses in trade, both in town and country, who employ travellers, and of persons actually employed as travellers; and that their numbers shall not be limited, but increased to the greatest possible extent.

2. That the affairs of this Society shall be entrusted to the management of a committee of forty members residents in London, five of whom shall go out yearly by ballot, and be replaced by five others, to be chosen at the next general meeting by ballot, after the 27th day of January, by all the members present; and the said committee have power at a regular meeting to increase their number for London, and for the country, to as many as they may judge expedient.

First Committee for 1802.

Messrs. Aston,	No. 30, Bread street.
Brailsford,	95, Watling street.
Boddy,	39, Warwick lane.
Brigg,	1, Goldsmith street, Cheapside.
Chaplin,	37, Cateaton street.
Currey,	8, Shoemaker row, Blackfriars.
Denison,	38, Friday street.
Drake,	115, Wood street.
Falshaw,	11, Old Fish street.
Farr,	18, Leicester square.
Fawcett,	3, King street, Cheapside.
Gilbert,	148, Leadenhall treet.
Gilkerson,	8, Postern row, Tower hill.
Goujon,	32, Newgate street.
Gouldsmith,	16, Old Jewry.
Hayne,	7, Lillypot lane.
Hodgetts,	9, Paternoster row.
Jackson,	107, Cheapside.
J. B. Jackson,	65, St. Paul's Church yard.
J. Idle,	61, Cheapside.
Jenkin,	44, West Smithfield.
Lake,	91, Bishopsgate street.
Lamb,	13, Little Poultney street.
Lea,	9, Paternoster row.
List,	91, Bishopsgate street.
Moss,	4, William street, Blackfriars.
Neal,	15, Salisbury street, Strand.
Phelps,	38, Friday street.
Phillpin,	29, Bread street.
R. Price,	4, William street, Blackfriars.
Purdy,	22, Wood street.
Rowlandson,	17, Watling street.
Sampson,	32, Noble street.
Sayer,	14, Paternoster row.
Shirley,	39, Warwick lane.
Taylor,	17, Hermes street, Pentonville.
Wanstall,	46, Lothbury.
Williams,	38, Friday street.
Wood,	9, Old Fish street.
J. Wood,	90, Cheapside.

3. That the said committee shall choose a president, treasurer, and secretary, and also four trustees annually, on every 27th day of January.

President, Vice President, Treasurer, Secretary, and Trustees for 1802.

Charles Price, Esq. and Alderman,	*President.*
Mr. James Dennison,	*Vice President.*
Benjamin Barnard, Esq. Banker, Cornhill,	*Treasurer.*
Mr. Charles Austen,	*Secretary.*
Messrs. James Dennison, Thomas Jackson, Joseph Taylor, Esq. Benjamin Barnard, Esq.	*Trustees.*

4. That no person under the age of 21, shall be admitted a member of this Society, and who has not been at least one year a traveller for some reputable house, or who is affected by any bodily ailment or disorder that may render him burdensome to the fund.

5. That every person desirous of being admitted into this Society, shall bring a recommendation signed by a member of the committee, addressed to the secretary, that he is a fit person to become a member thereof; and the candidate so recommended shall be ballotted for by the general committee at the time of regular meeting; and if he shall be found to have imposed on the Society, he shall be for ever expelled therefrom; and if the member who so recommended him shall be proved to have been wilfully accessary to the imposition, he or they shall be also expelled from the Society for ever.

6. That every person chosen a member shall, at the time of his signing these articles and rules, pay the sum of one guinea to the secretary, and continue so to do annually, as long as he shall remain a member of this society.

7. That the subscriptions of the said members shall be paid on the first of January; and if any member shall neglect his payment for the space of six months, from the first of January

in each year, and on being written to by the secretary, shall not discharge the same at the next general meeting, after being so written to, he shall be expelled, and forfeit to the society the money by him so paid into it.

8. That if any member shall commit any fraudulent act, to the injury of his employers, or be brought to justice for any other crime, and the same be made manifest to this society, or shall go and reside anywhere beyond seas, or enter upon a maritime life, he shall be struck off from the books, and be rendered incapable of enjoying any benefit from this society.

9. That the general committee shall meet on the first Thursday in every Month, at their own expence, for the election of members and other business; and the determination of the majority present (not being less than five) shall be conclusive. Every member of the committee who shall not attend the monthly meeting, being duly summoned, and not being prevented by illness or absence from town, shall forfeit 1*s.* to be applied towards the expences of the committee.

10. That if the president shall not attend, the members present shall appoint one from among themselves, *pro tempore.*

11. That the secretary shall be allowed for his trouble, 50*l.* per annum, to be paid quarterly; and that he do pay the subscriptions of members and donations to the society, into the hands of the treasurer, so often as the same shall amount to the sum of twenty guineas.

12. That a book shall be kept, in which the secretary shall record the minutes of the transactions of every meeting; another for the names of members; and another for the use of the treasurer; in which shall be entered all receipts and expenditures on behalf of the society.

13. That the fund of the society shall be laid out by the treasurer, under the direction of the general committee, or a special committee appointed for that purpose, in the purchase of government funds or stock, as often as the same amounts to the sum of 500*l.* in the names of the aforesaid four trustees, who shall, as occasion requires, transfer the same to their suc-

ceeding trustees; and that all securities to be taken for the benefit of this society, shall be taken in the names of the said trustees and their successors.

14. That no part of the said fund shall be drawn out for any purpose, under the term of four years, or until the amount shall be not less than 20,000*l.* three per cent. consolidated stock, which shall remain as the permanent fund of the society; nor shall any member be entitled to an allowance from the same until after the expiration of four years from his admission into the society.

15. That when the fund of the society shall amount to 20,000*l.* three per cent. consolidated stock, every sick and distressed member, unless he be in actual employment at that time, shall receive the sum of one guinea per week, during the time he shall continue sick and distressed, on its being certified by two members, to the satisfaction of the committee, that he has a real claim to such relief.

16. That if a member shall meet with any other misfortune which may render him an object deserving of the assistance of the society, on a representation of his case being laid before the general committee, signed by three members, they may allow him a sum in their discretion, not exceeding one guinea per week: but not in any case where a member has brought his misfortune on himself by improper conduct, shall he be entitled to the relief of this society.

17. That if a member, after having paid his regular subscription for four years, shall become infirm, unfit for business, and necessitous, and the same shall appear to the satisfaction of the general committee, he shall be allowed for his natural life, a sum not exceeding 50*l.* per annum.

18. That if a member shall die, and shall leave a widow, or widow and children, in distressed circumstances, the said widow shall receive a yearly sum of not less than 20*l.* during her widowhood: but if she has a child, or children, she shall receive such yearly sum during her widowhood, and such further sum for each child, as the general meeting of the committee shall think

fit. And if any member shall die, leaving a child or children in distressed circumstances, and no widow, each child shall be entitled annually to a sum not exceeding 10*l.* at the discretion of the general committee, till the attainment of the age of fourteen years; and a sum not less than 20*l.* shall be appropriated to placing the said child in a permanent situation.

19. That, in order to increase the fund of this society to answer the above beneficial purposes, they have agreed with Mr. Thomas Chapman, of Fleet street, London, to apply all their exertions, communications, and influence, generally and individually, to the support and sale of two newspapers, intended to be published by him, at his own risque and expence, and to be called "*The Traveller*," and "*The Commercial Chronicle*," the profits of which papers are, for the greater part, to be applied to the benefit of the fund of this society, and to be legally secured to it; and which will, in all probability, largely increase the same: and that they shall not withdraw their exertions and influence so long as the said Thomas Chapman shall faithfully keep his engagements with them.

20. That the monies arising from the said papers shall go to the general fund of this society, and be managed as in articles 13 and 14.

21. That every member of this society shall give his most effectual support to the concern mentioned in the two last articles: and if any member shall be proved to have injured the said papers, by promoting the sale of others, he shall be expelled from this society.

22. That a register, kept at the office of the said papers, shall be produced at every anniversary meeting of this society, when the secretary shall publicly read the names of such members as shall have rendered any particular services thereto; and the president shall communicate the thanks of the society to them for the same, personally, if present; or by letter, if absent.

23. That no money shall be drawn out of the treasurer's hands, but by an order under the hands of three of the trustees of the society.

The proper Form of a Donation to this Society by Will.

Item. I *A. B.* do hereby give and bequeath the sum of unto the Treasurer or Secretary for the time being, of a society commonly called or known by the name of *The Commercial Travellers' Society* (which society now usually meet, or did lately meet, at Crane court, Fleet street, London) the same to be paid within months next after my decease, out of my personal estate, and to be applied to the uses and purposes of that society.

For the mutual accomodation and convenience of Travellers, and of those Gentlemen in the habit of employing travellers, this Society has opened a register at their office in Crane court, Fleet street, for the entry of houses wanting Travellers, and Travellers wanting an engagement, with an address to the house for whom they last travelled, open to the inspection of all persons in the above situations, who are members of this society, and those only.

The committee invite all Principals and Travellers to make free use of the above register, for their mutual convenience. The entry and examination are made without fee or reward.

The Commercial Travellers' Society having been honoured by *voluntary donations* from several respectable houses, attended with expressions highly grateful to the feelings of its members, the committee take this opportunity of expressing their satisfaction at such evident approbation of their exertions, as well as the very general countenance they receive from all parts of this kingdom; and they assure their Friends, that their labours, which are disinterestedly at the service of the society, will be amply rewarded by a continuance of such evident approbation, and by a union and co-operation in their well-meant endeavours.

[We thank our Correspondent for the favour of his inclosure. Any further accounts of this Society, will be truly acceptable.]

ANALYSIS OF BOOKS.

On Subjects connected with Manufactures and Commerce.

Thoughts on the Expediency of Disclosing the Processes of Manufactories; being the Substance of two Papers lately read before the Literary and Philosophical Society of Newcastle-upon-Tyne; dedicated by their Permission, to the Society for the promotion of Arts, Manufactures, and Commerce. By JOHN CLENNELL, F. S. A. Edinburgh and Perth. *Price* 1s. 6d. pp. 32.

WE have in our Prospectus and Address, (see first Number) expressed our earnestness to lay before our Readers, information on the Manufactures of the country; since then, we have been favoured with the Pamphlet, which is the subject of this article; of its ingenuity, or the strength of the argument maintained in it, we shall say nothing, but recommend it to the serious perusal of our Readers; its novelty, and to us its bon apropos, struck us with considerable force; for though we were attempting through a variety of channels to procure similar information for our Readers to that which it suggests, yet we had heard objections, and to these we were meditating replies, when Mr. C's. pamphlet was put into our hands: In recommending therefore this small publication to the notice of our friends, we are serving our own cause, whilst we pay our tribute of thanks to the author before us.

It is with no inconsiderable degree of propriety that the "Thoughts" are dedicated to the Society for the promotion of Arts, Manufactures and Commerce; under the auspices of that truly respectable body, we have little doubt but the author will gain attention to his subject: they would ill deserve the great character for utility given of them in the various intro-

ductions to their own volumes, did they refuse a further patronage to a defence of the disclosure of Manufacturing Processes.

The author informs us in a private letter, received with the pamphlet, that from some haste or neglect of his Printer, the names of the Booksellers who sell it, have not been mentioned; he begs us to inform our readers that it is sold by Messrs. Longman and Co. Paternoster-row; Richardson, Cornhill London; Knott and Lloyd, Birmingham; Charnley, Akenhead Sands and Bell, Newcastle; and by all the most respectable Booksellers of England and Scotland.

The title page is followed by a neat dedication to the Society mentioned above, in which the author hints, that he meditates a larger work, of which this must be considered only as the harbinger. "In inscribing this Essay, by their Permission, to the Rt. Honourable, and Honourable, the President, Vice President, Chairman, and the other Members of the Society for the Encouragement of Arts, Manufactures, and Commerce, the Author has every Motive to thank this distinguished Body, so deservedly high in public Estimation, for the Indulgence which they have so kindly granted. Beside the Honour thus conferred on him, their Approbation adds a Consequence to his little Work, which will insure it a fair Perusal, and may excite him to more extended, and perhaps more valuable Exertions in the same Track.

"It is rather remarkable, that a subject of so much importance in a Manufacturing and Commercial Country, should never before have been treated on by any Writer but in a very brief and imperfect Manner. The principal Object of the Author, in the Publication of these Papers, is to obtain for the Opinions therein advanced, a more free and impartial Investigation; and whilst he wishes an extensive Circulation of the vindication of a Subject of acknowledged Importance, he does it without adverting to any Profit which may arise from the Sale, sufficient for him if he be secured from loss."

Side, Newcastle-upon-Tyne, 1807.

We are now introduced to the Pamphlet itself. The author

at the outset, seems afraid that by mingling Literary with Manufacturing information, he may, in the opinions of the professors of either the one species of knowledge or the other debase the first, or treat the other with too much exaltation "subverted shafts, broken entablatures, damaged capitals, mutilated prizes," are certainly words of lofty sound; like the verses of Homer, they ought to be pronounced *ore rotundo*. If, however, the descriptions of Manufactures do not supply such flowing expressions, they at least give us more comfortable ideas; in the one we lament the destructions of Barbarians and the curses of ignorance, in the other we enjoy the combinations of ingenuity, and the comforts of science: the author, however gives us one reason for treating us with classical allusions in the prosecution of his subject,

"It may perhaps cheer us," he says, "in passing through the palpable obscure," the view of the consequences of mysteries, and may help to enlighten the subject.

"As a glittering gem
Upon an Ethiops brow."

The first paper he divides into three Parts.—

"First, let us discover, if we can, the advantages, or the reverse, that secrecy has effected; secondly, the direct benefit attending disclosure; and thirdly, attempt to answer some objections urged by the advocates of mystery."

And these he fills up by example, by illustration and argument; all which we would wish to introduce to the consideration of our Reader, but it would occupy too much of our room; for these we must therefore be content to refer them to the Pamphlet itself.

At page 10, in his observations on the Questions, "who will disclose," he says,

"But the great question occurs here, who will disclose? To this, I reply, gentlemen who have declined business in each, or any branch, or may be about doing so; if principles of liberality are not powerful enough to induce those to do so who are already in it, with the intention of continuing it. But in the multiplicity of manufacturers, we can scarcely suppose, that there will not be found one

at least, if not more, of each branch, who are both able and willing to display their respective processes; and not only so, but to add to their communication the improvements which they may themselves have discovered. Even of this more inaccessible species of information, instances are not wanting of individual disclosure from the most disinterested motives, and that by men, eminent equally for the strength and reach of their understandings, as for the liberality and patriotism of their views.

"The late Mr. Wedgewood had a meeting every fortnight at his house, of all the master potters in the neighbourhood, where his discoveries were freely described, and their improvements, if they had made any, were as liberally communicated.

"About six years ago, 'a friendly association of the iron-masters of the counties of York and Derby, was instituted for the purpose of freely discussing the several subjects connected with their important manufactory; and of mutually communicating their various improvements to any individual member, in order to the general benefit. This idea was proposed by Mr. Dawson, of Royd's Hall, the able director of the Low-MoorIron-works*.

"To these can now be added a third instance of equal liberality, but with this difference, that whereas the two former received nothing of immediate personal advantage, but what was part, as it were, of a general stock, the following had a slight recompense presented him, though probably the gift was made more to shew a sense of their gratitude, and of his patriotic sentiments and exertions, than offered as a reward. The following is copied from the Chronicle, a weekly paper, published at Newcastle, by Mrs. Hodgson. 'On the 19th of February, 1807, died Wm. Simpson, Esq. at Lasswade; he was the first who introduced in England, into the paper manufactory, the improved method of bleaching, by means of the muriatic acid, and he generously communicated the result of his long and expensive experiments to the trade at large, which they acknowledged by making him a present of a handsome piece of plate."

He then contrasts the two Characters of the *Liberal Communicator*, and those "who have *carelessly* or *wilfully* allowed their discoveries to perish with them;" and he concludes his first part with the two following paragraphs.

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* See Eighth Year's Report of the Literary and Philosophical Society of Newcastle-upon-Tyne.

It is granted that manufactories, looking at them in the whole, appear to an unpractised eye, like the stars of heaven; and like them too, the indistinctness of our present field of view confounds us almost at our first approaches: but being separated, like them, into divisions or constellations, we can examine them at leasure, obtain arrangement, and consequently we can examine them with effect. A division of manufactories may be accomplished in something like the following manner, chemical, mechanical, and those which partake of the two. Under the first may be classed, the productions of salt, alum, copperas, Prussian blue, &c.; under the second, the cotton, worsted, linen, and silk manufactures may be arranged; and under the third, the smelting of metals, which requires a combination of chemical and mechanical knowledge.

There are two reasons which have been urged, why we have so seldom found manufactories displayed by their owners; the infrequency, and the supposed impropriety, of the union of literature and business: but these have been so ably replied to in the first volume of the transactions of the Manchester Literary and Philosophical Society, by Mr. Henry, and by Dr. Barnes in the second volume of the same work, that it might be considered presumption in me offering any additional remarks. I shall therefore conclude this part in the words of Dr. Gregory, on the Usefulness of Literature, in the fourth volume of the above work, "I have attempted to arrange my ideas on a subject which I should wish to see taken up by some more able hand, but which appeared to me of too much importance to be utterly neglected."

(To be continued.)

COMMERCIAL REPORT.

London, December 21, 1808.

OUR hopes of a renewal of that intercourse which formerly subsisted between this country and Spain taking place, are, we fear, blighted in the bud. Our favourable prospects, in regard to the Spanish trade, were overcast some weeks back, from a misconception of the permission given by the Junta of Seville for the unloading of vessels in the ports of Spain having on board goods of the manufacture of Great Britain, on the payment of certain duties. The British merchants, under a presumption that all vessels would be allowed the same advantages, shipped goods to a large amount; but on their arrival they were

not permitted to land them. This circumstance, as it may naturally be supposed, considerably tended to damp the ardour of our speculative traders; but the accounts which within a few days past arrived from the seat of war, have caused a total stagnation of Spanish trade. It has long been our opinion, that the over anxiety with which new channels of commerce are usually resorted to by the merchants of this country, is extremely dangerous; inasmuch as the unsettled and uncertain state of affairs in those countries which have either thrown off the yoke of the French tyrant, or been reduced by our arms, renders the trusting of commodities in them a most impolitic step, whether the shipper look to the likelihood of obtaining returns, or to the possibility of entering his goods. Buonaparte has directed the confiscation of all English goods and colonial produce landed in Spain since the insurrection, as he terms the glorious struggle of the patriots. We trust that our traders will not be materially injured by the rapacious acts of the tyrant Napoleon; and that such goods as are not already landed may not be permitted to fall into the hands of the French plunderers. In his third Bulletin, the Corsican observes, that "The merchants of London do very well to send their merchandize to Lisbon, Oporto, and the ports of Spain. The more they send, the greater the contribution with which they supply us."—The London merchants, we most sincerely hope, will take this *broad* hint; and that whatever the result of the present contest may be, they will not have cause to blush or mourn for the effects of imprudence and rash speculation. With pleasure we turn from the contemplation of the state of commercial and political affairs in the south of Europe, to that of our dawning prospects in the southern parts of America. Peru and the Brazils both furnish good markets for our manufactures; but still caution should be used; we do not recommend the pouring in of coarse goods, as was the case on our becoming possessors of Buenos Ayres and Monte Video, we ought to ship but small quantities of our manufactures for Spanish and Portuguese America, and these should be of good quality: let our commodities acquire a respectable name, and our trade will strengthen in proportion to the duration of our intercourse with those countries.

The *Minstrel* sloop of war, which arrived about the latter end of last month, brought us the pleasing intelligence of the Austrian ports being about to be opened. If this event should take place, our hardware manufacturers will derive considerable benefit from it. The accommodation had been for some time expected, and considerable fleets of merchant vessels were assembling at Syracuse and at Malta, when the

Minstrel quitted the latter island. Tobacco has experienced a considerable advance in price within the last month, owing to the American embargo. How will America dispose of her cotton-wool? What mean her rulers by their proceedings, which already begin to excite the indignation of all ranks of persons in the United States? Do they not know that Brazil produces the finest tobacco in the known world; and be it known to them, that large orders for that commodity *have* been sent from this country to South America; let them answer our first query; let them reflect whether we or they will be most injured by their ridiculous prohibitions. Tallow, it will be perceived by our prices current, has fallen. Coffee is pretty steady in price, but the consumption of that excellent article experiences a daily increase. The succeeding statement exhibits the comparative quantities of coffee drawn out of the warehouses for home use within the last five years.

		Cwt.	
In the year	1804 duty was paid on	1924	of Brit. Plan. Coffee.
	1805	1727	ditto.
	1806	2664	ditto.
	1807	2317	ditto.
From 5th Jan. to 10th Oct.	1808	737	ditto.
10th Oct. to 31st do.	——	1830	ditto.
1st —— to 30th Nov.	——	3192	ditto.

THE MARINE LIST.

DEAL, Nov. 18. "We have experienced a heavy gale of wind at SW the the whole of this day, and it is feared some of the shipping in the Downs have received damage. Many signals for assistance are flying, but none of the boats will go off."

Plymouth, 19. "Much damage was done among the shipping in Stonehouse Pool yesterday, during a very violent gale of wind at WNW. A tier of ships broke adrift, and several of them grounded."

The Enterprise (Transport) Davidson, from Corunna, was on shore near Padstow, on Friday, and it was feared would be lost.—A ship, supposed to be another transport, was totally dismasted near there.

The Cruizer, Hollett, from London to Rio Janeiro, cut from her anchors in the Downs on Friday, and put into Ramsgate harbour, where she is on shore, and has has had five feet water in her hold.

The brig Mercury, Peters, from Lisbon, with salt, in making Dover harbour, on Sunday afternoon, got aground behind the North Head, near the Moles Rocks, but got off the next day and put into harbour.

The Providence, (transport) Denton, from Corunna, was totally lost on Saturday morning on the Holt, near Salcombe. Only the Master saved.

The sloop Triton, from Liverpool to Scotland, was totally wrecked on Friday, near Hoylake. A boy drowned.

The Maria, ——, from Liverpool to Exeter, was on shore on Friday at Hoylake, but expected to be got off.

The Guernsey, Collenet, sailed from Liverpool on Saturday, for Cadiz, and put back the next day with damage.

The Courier, M'Donnell, from Sunderland to London, sprung a leak on Tuesday, became water-logged, and drove upon Stoney Binns in the Humber.—The same day a brig, coal-loaded, bound to London, drove upon Trinity Sand, in the Humber, and sunk. Crews of both saved.

The Alert, Prissick, from Shields to London, with coals, is lost at the entrance of the Thames.

The Mary and Margaret, Smith, from Malaga to Hull, is driven on shore in a bay near Pembroke, and keel upwards.

The Nemisis, Quirck, from Madeira, ran foul of the Portuguese ship Allegria Constant, (bound to the Brazils) at Falmouth, during a gale on Wednesday, and did her some damage. The Nemisis went on shore, and it is supposed has received much injury.

The Zephyr (transport) Pace, run on her anchor, and has received much damage at Milford on 17th inst.

The Neutrality, M'Donald, from Malaga to London, was driven on shore on the Main, near Ramsgate, 16th inst.

The Brothers, Nichols, from Neath to Plymouth, was on shore at Penzance on Tuesday, but got off and put into Newbyn Pier, full of water.

The Gustaf Wafa, Eckman, from St. Ubes to Gothenburg, has been taken by a French privateer, retaken by her crew, and carried into Dover yesterday.

The Richard, Furrier, bound to the South Seas, has been discharged and put into dock, at Limehouse, to repair damage received whilst on shore.

The Rook schooner, from Jamaica to England (with Specie) is reported to have been captured off Hayti, by two French privateers, after a most desperate engagement.

A large French privateer captured a ship off Hastings on Sunday evening.

A large French privateer was taken off Dungeness, on Sunday, by the Kangaroo sloop of war, and carried into the Downs. She had been out eight hours from Calais.

The Sisters, Abrams, from Greenock to St. John's, was wrecked 25th September on sunken rocks, three leagues from Grand Manan. The Captain and six of the crew were saved in the stern-boat; the Mate and 15 of the crew were left on the wreck.

The General Stewart, Murray, from Trinidad to Falmouth, was captured 15th September, off Grenada, by a French privateer, after an engagement for upwards of an hour.

The Betsey (transport) Wedge, from Corunna, is arrived at Portsmouth, after being taken and plundered.

The Pomona, Simpson, from Liverpool to Leith, was wrecked 16th instant, near Banff. Cargo entirely lost.

A French privateer from Havre, (formerly the buoy-boat belonging to Portsmouth Harbour) was sent into Portsmouth yesterday, prize to the Coquette SW.

The Salina (transport) Moore, from Cork to Portsmouth, was on shore in Bigbury Bay 21st, but expected to be got off.

The Sir John Borlase Warren, ——, from Hayti to Bermuda, was captured 12th September, by a French privateer.

HM schooner Rook, from Jamaica to England, was captured off Hayti about 27th Aug. by two privateers.

The Union, Reed, from Surinam to Halifax is taken and burnt.

The Henry, ——, from Bristol to Seville, was lost in lat. 47. 7. long. 8. 38. Crew saved by the Summer, arrived at Scilly.

The Hope, Allen, from Plymouth to London, has been captured; recaptured by the Daring GB. and sent into Portsmouth on Wednesday.

The Francis, Passmore, from Cardiff to London, was deserted by the crew off the Wight, taken possession of by two men, and carried in Cowes 22d. The crew landed at the back of the island.

The Two Brothers, Pearce, from Guernsey, dragged her anchors, struck on a ridge of rocks, near Plymouth Bar, and stove a hole in her bottom, during a heavy gale 16th inst.

The Quebec, Bayley, from Quebec to Jamaica, is put into Port au Prince, with nine feet water in her hold, having struck on a rock.

The Laura, Dalton, laden with coals, is sunk near Yarmouth. Crew saved.

The Peggy, Lawson, of Harrington, from Newry and Dublin, was totally lost near Whitehaven 16th inst.

The Rolla, ——, arrived at Cork from Jamaica, sailed 18th September. The Prince Ernest packet left six days before, but was seen by the Rolla becalmed soon after she sailed.

The Oriente, Miranda, which was taken by the Revenant, French privateer, in the Bay of Bengal, on the 23d December, was carried into the Isle of France, and condemned there, the 4th March last.

The Rosina, Brodig, that was carried into Whitstable, by some boats (after having struck on a sand bank) sailed from thence on the 21st inst. on her passage to Plymouth, and not making much water, it is supposed she has not received any material damage.

The Roebuck, Channel, laden with coals, from Swansea, was wrecked 19th inst. near Ilfracombe. Only one man saved.

The Nautilus, Parfit, from Bristol to Jamaica, is returned to Bristol with loss of rudder, and will be obliged to unload.

The Harriet, Carlton, from Oporto to Leith, was taken 21st inst. off Beachy Head, by a French lugger privateer; retaken by the Port Mahon SW. and carried into the Downs.

The Eliza Hamilton, Davidson, from New York to St. Croix, has been taken by a French privateer, carried into St. Martin's, and condemned.

The Arrogante, Mascareuhas, from London to Oporto, was run foul of at anchor in Yarmouth Roads, and obliged to cut her cables, and is arrived at Cowes.

The Speedy, Armans, from Malta to London, is totally lost near St. Clair Point, Cornwall.

The Integrity, (transport) belonging to North Shields, Cornforth, Master, was totally lost near Padstow, 21st. Crew saved.

A vessel, supposed from Newfoundland, is totally lost near Bideford.

The Hope, Sloeboom, from Lisbon to Gothenburg, was totally lost 31st ult. twelve miles from the Rock of Lisbon. Crew saved, and arrived at Cork.

Madeira, Oct. 26. "Past by, to the North West, a Portuguese line of battle

ship, two frigates and a brig, cruizing against the Algerines."

Rotterdam, Nov. 10. "The Caprice, French privateer, has captured and carried into Westerschilling the Hamburgh ship Concordia, bound to Heligoland from London."

The fleet of Indiamen, &c. which sailed from Portsmouth 18th September, under Convoy of HMS Revenge, were left on 16th ult. (by that ship, lately arrived at Plymouth) in lat. 48. 30, long. 21. 10. W.

The ship Margery & Mary, Williamson, from London, for Bermuda and New Providence, was all well 10th instant, lat. 40. 40. N. long. 18. 24.

The Transit, Vaux, from London, was spoken with by one of the convoy from Malta, on the 11th October, then 50 leagues to the eastward of Cape Palos.

The Elizabeth, Gill, from Watercford to Shoreham, was wrecked 21st inst. near Padstow. Part of the cargo saved. Two of the crew drowned.

The Providence, Dunn, from Exeter to Liverpool, is put into the Isle of Whiteborn, with three and a half feet water in her hold, and must unload to repair.

The Washington, Case, from Gluckstadt to New York, is detained by the Furious GB. and sent into the Downs.

The Lovely Dorcas, James, from St. Ubes to Limerick, was on shore in the Shannon 21st instant, and it is feared will not be got off.

The Stag, Carpenter, from Madeira to London, which was reported to have been captured off Plymouth, arrived at Portsmouth on Friday.

The Unice, of and from Nantes to Cayenne, arrived at Cork 21st, prize to the Dryade frigate.

The Trusty, Row, from Newfoundland to Bristol, is lost near Bideford, with all the crew.

The sloop Barbara, of and from Montrose to Newcastle, foundered at sea 15th instant. Crew saved.

The Juno, Fisher, bound to St. Kitt's, having been on shore at the Nore, is returned to the River to be discharged.

The Peace, Cabot, from Malta to London, is taken and carried into Calais.

The General Ernouf privateer, belonging to Calais, of 16 guns and 58 men (out eight days from Cherbourg and made no capture) was taken 26th ult. near Alderney, after a chace of four hours, by the Arethusa frigate, and sent into Portsmouth.

The Pear Tree, Martin from Malaga to London, was taken 28th Oct. near Cape Spartell, by a French privateer, and carried into Tangier Bay.

The Adventure, Mather, from Honduras to London, is taken by a French privateer, and carried into Fecamp.

The Walt, Snowden, and the Ephron, Short; from Liverpool to Quebec, are lost in the River St. Lawrence.

The Mermaid, ——, from Jamaica to Leith, was spoken with 18th Oct. in lat. 29. 30. long. 80. bearing away for Charlestown.

The Hector, Jones, from Plymouth to Gothenburg, put into a port in Norway by stress of weather, and is seized there.

A large Guineaman was lately captured off the Lizard, and carried into Morlaix.

The Aid, of Yarmouth, from Ostend to London, was captured off Hastings on Thursday night by a French lugger privateer.

The Jane of Leith, from London to Malta, was spoken with 16th of Nov. in lat. 39. 41. all well. She had parted from the convoy 7 days.

The Spanish Hero, Musgrove, from London to Gibraltar and S. America, was spoken with (by the Return, arrived off Dover from Malta) on 13th ult. Cape Trafalgar SE 12 leagues.

The Prince of Brazil packet, Watson, from London to Rio Janeiro, was spoken with on 13th ult. in lat. 40. N. long. 14. W.

The Mary, the John and Jane, the Delight, the Atlas, and the Hercules, Colliers, were driven on shore near Brighton 28th ult.—The two latter were got off, and carried into Newhaven.

The John and Thomas, of Harrington, from Liverpool, is totally lost near Whitehaven, with all the crew.

The Old Friends, Davy, from Plymouth to Gibraltar, is on shore at Falmouth, and full of water.

The Olive Branch, Frampton, from Liverpool to Newfoundland, foundered 18th ult. in lat. 50. 5. N. long. 31. 15. W. —Crew saved by the Margaret, arrived at Limerick, from Miramechi.

The Sally, Brown, from Lisbon to England, put back to Lisbon leaky, and with loss of sails, and has been condemned there.

The Prince of Wales, of and from Newhaven, for London was captured off Dungeness on Monday night, by a French privateer; retaken by the Oberon SW. and carried into Dover.

The Marlboro' packet, sailed from Madeira 13th Nov. for the Brazils, was captured on 18th ult. in lat. 24. long. 23. after an action of twenty minutes, by the Josephine privateer, of 14 guns, from Bourdeaux.—The privateer plundered the packet of several articles, threw her guns overboard, took out eight men, and gave her up to the Captain and remainder of the crew, who brought her to Falmouth 6th inst.

The Maria brig of war, of 12 guns, was captured the end of September, off Guadaloupe, by a French corvette, after a severe action.

The Ocean, Woodley, from Jamaica to Boston, was captured some months ago by a French privateer, and carried into Cuba.

The Friendship, Miller, from Jamaica to London, which put back to Montego Bay leaky, in July, has been obliged to unload.

The Friends, Dysart, of and from St. Ives' to Bristol, was driven on shore in Minehead Bay 6th inst. and sunk.

The Danish sloop Emanuel, from Dronheim to Bordeaux, arrived at Plymouth

the 7th inst. prize to the Gleaner armed ketch.

Seven Danish vessels, from Norway, were sent into Yarmouth 6th inst. prizes to His Majesty's ships Cruizer, Rose, and Starling.

The Sally, Jenkins, from Malta to Clyde, is captured, and carried into Tunis.

Liverpool, 7th.—"The Fanny, Watson, got foul of the Lottery, last night, in the river, by which she lost her bowsprit, and obliged to cut her cable, and come into dock."

The John and Sisters, Miller, of and from Sunderland, put into Dover yesterday in a sinking state, having been run foul of.—The Perseverance, Clark, of and from Sunderland, also put into Dover, having been blown off Deal Beach.

The Fanny, Williams, from Cork, was totally lost near Milford, 5th inst. crew saved.

The Vrow Anna, Callender, from Stockholm to Leith, was found at sea without any person on board, and carried into Crantel, Orkneys, 14th ult. the cargo, consisting of 246 barrels of tar, and 246 fir deals, has been landed there.

The Atalanta, Harris, bound to the South Seas, lost an anchor and cable, off the North Foreland, on Wednesday.

The Expectation, Gore, from London, to St. Michael's, has received damage in Ramsgate Harbour, by running on board a sloop.

The Experiment, Motland, from London to Portsmouth, sunk yesterday in going into Dover Harbour, having struck against the Pier Head.

The Auckland packet, from Malta and Gibraltar, is lost off Cadiz: the crew and mails saved, and on board HMS Eagle, which was to sail from Cadiz 24th ult.

The Venelia, and one or two other vessels, of a convoy from Carlscrona to England, were captured the end of last month off Bornholm, by two Danish gun brigs.

The James's, Clark, bound to the Mediterranean, has been on shore at Leith, and is unloading.

The Twey Broeders, Williams, from London, is totally lost near Marstrand.

The Favorite, Sivelius, from Plymouth to Carlscrona, was captured 25th October, by a Danish privateer, and carried into Norway.

The Boreas, Primrose, from Stockholm, is on shore on Caistor Beach, near Yarmouth. Crew and cargo saved.

The Maria Charlotta, Blommer, from Gothenburgh to Gibraltar, is totally lost in Yarmouth Roads. Crew saved.

The Anna, Meldenstein, from Gothenburgh to London, is totally lost on the Long Sand, and part of the crew drowned.

The Brothers (a coaster) is lost on the north side of Newfoundland.

The Catherine and Eliza, Cain, from Whitehaven to Spain, is put back to Whitehaven with damage, after being 23 days at sea.

The Maria Sophia, Nordstrom, from Carlskam to London, is towed into Malmoe with loss of mainmast, anchors, and cables.

The Hector, Oliver, from Archangel was captured 1st of October, 1807, and carried into North Bergen.

The Abouker, Learmouth, of Calcutta, was captured in Soosoo Roads 1st March, by the Nancy privateer. The privateer had previously captured off Acheen Head, the ship Nymph, of Penang.

The Summer, Waine, from Lisbon to Plymouth, run on shore at Scilly 28th ult. and must discharge.

The Arrow, Attwood, from Newfoundland to Jamaica, was captured 28th August, off Turk's Island, by a French privateer, and carried into Porto Rico.

The Shaw, Hymers, from Liverpool to Surinam, fell in with a French privateer, on 3d ult. in lat. 45. N. long. 13. 16. W. which she engaged for some hours.

The Caledonia, Thomson, from Liverpool to Demerara, was all well 9th ult. in lat. 43. 20. N. long. 27. W. boarded the schooner Amity, from Newfoundland bound to Lisbon, which had her boats and every thing washed off her deck, having been struck with a sea in a heavy gale.

The Jeune Adelle, from Martinique, (laden with coffee and sugar) is taken by the Nautilus SW and arrived at Padstow.

The Aurora frigate was spoken with on 17th of October; going into Jamaica with three English and three American vessels which she had recaptured from a French privateer.

The Maria, Kgelmstron, from Calmar to London, is totally lost on the coast of Holland, and several of the crew drowned.

The New Success, Frazer, from Gothenburg; the Freden, Eveland; the Hope, Mann; the Minerva, Walker; the Lively, Holmes; the Jouge Hendrick, Gerdes; the Eliza Rysdrick; the New Versuck, Peeper; the Roberts, Kelley; and four coasting vessels, were lost at Heligoland during a violent gale on 7th instant.

The Lord Nelson cutter (with dispatches) and seven ships, were driven to sea, and no account had been heard of them on the 9th.

The Bona Speranza and Margaritta, Potts, from Malta to London, is on shore a few miles below Gravesend, and full of water.

The Sarah Christian, and Northampton, arrived in the Downs, sailed from Bengal 19th June, in company with the Ceylon, under convoy of HMS Terpsichore. The Ceylon parted on the 4th July, and it is supposed proceeded to Madras.

The Lord Mulgrave, Goodall, from London and Cape Francois to St. Marc's, was detained the middle of October by the Daedalus frigate, and sent for Jamaica.

The Dorsetshire, outward-bound Indiaman, was spoken with in lat. 0. 38. S. long. 32. E. She had parted from the fleet bound to Madras, off the Cape of Good Hope.

The Neptune, Knupple, from Liverpool to Stockholm, is totally lost in the Orkneys. Crew saved.

MONTHLY RETROSPECT.

Domestic Affairs.

THE principal object of public attention during the preceding month, has been the Court of Inquiry into the conduct of Sir Arthur Wellesley and Sir Hew Dalrymple. Although the result of this enquiry has not yet been officially announced, it may with propriety be conjectured to be favourable to Sir A. Wellesley, who (it is reported) is to take the command of a new expedition, consisting of 30,000 men, now fitting out for Portugal. The interest which the British public take in the welfare of Spain has been abundantly evinced by a noble subscription that has been opened for supplying the Spanish Patriots with clothes; and which now amounts to several thousand pounds. Parliament is further prorogued till January, when (after the Christmas Holidays) its deliberations will finally commence. Here also it may be noticed, that His Majesty has issued a Proclamation for a General Fast, to be observed on the 8th of February next.

Foreign Affairs.

Towards Spain the attention of the public continues to be directed with increasing solicitude. On the 4th of December last, Bonaparte entered Madrid, by capitulation; but of the subsequent measures and of the subsequent proceedings of the Patriots, no certain intelligence has arrived, which we can lay before our readers. It is hoped that the British troops in Spain have ere now effected a junction; and, should any action have taken place between them and the forces of the Scourge of Europe, we may confidently hope that the result will not have been derogatory, to the bravery, dignity, and character of the British Name.

Portugal, particularly the northern part, is in a troubled state At Oporto some disturbances broke out, which threatened to be of very serious consequences, and which are understood to have been, in part at least, occasioned by some regulations that had been adopted respecting the market, The British troops in garrison there became the objects of the hostility of the populace: some lives were lost before tranquillity was restored. The Intendant General issued a conciliatory proclamation; and all was quiet in Oporto when the last dispatches came away. It seems however that an idea has gone forth that the Court will not return to Lisbon, but remain in the Brazils: this has produced discontent, which French Emissaries, and such of the Portuguese as are in the French interest, have fomented as much as possible. We trust, however, that mutual harmony will be restored, and that the great cause of freedom and good order, in which Britain has embarked, will ultimately be crowned with success. In the North of Europe, *Russia* continues her unprincipled hostility against *Sweden*, from whom Finland has been arrested, principally by means of the hordes of cossacks whom the former power has poured into that desolated province. An armistice has been concluded for sixteen days between the Swedes and Russians; but it is supposed the intense severity of the winter will occasion the prosecution of the war to be suspended.

In *America*, the system of Embargo continues, and has been vindicated at length in the message sent from the President Jefferson to Congress, who have announced their determination strictly to investigate the principle of that system, which has created, and continues to produce

much inconvenience to the Americans: they have however strenuou exerted themselves, in order to supply their wants of manufactures b home-made goods, which have in a small degree perhaps answered the demand. But a superior advantage has resulted to our colonies in North America, whence various articles have been remitted to the Wes India Islands, and consequently the temporary pressure, which the or ders in Council had produced, will not only be effectually obviated, bu a permanent source of commercial prosperity will also be opened. From the disposition, however, evinced by Congress, we anticipate the restor ation of intercourse between Britain and the United States, especially a much popular discontent prevails in the latter, from the unprincipled capture by the French, of all American ships whatsoever, which fal into the hands of their cruisers.

IMPORT OF COTTON WOOL in November, 1808.

1979 Bags, Bales, &c. into London.
2100 ..... Liverpool.
1261 ..... Glasgow.

5340

BANKRUPTS.

BANKRUPTCIES.

(*The Solicitors' names are between Parentheses.*)

ABBEY, John and Henry, Leicester, hosiers. (Brookes, Hind court, Fleet street.

Alexander Lewis, Halifax, money scrivener. (Battye, Chancery lane, and Greenwood, Huddersfield.

Apthorp, Charles Ward, Bridge street, Blackfriars, merchant. (Smith, Hatton Garden.

Asser Asher, Great Russel st. Covent garden, china seller. (Bousfield, Bouverie street, London, and Palmer, Worcester.

Bates Samuel, Brereton, Stafford, grocer. (Willis, Warnford court, London, and Foster, Rugeley, Stafford.

Bell John, Liverpool, master mariner. (Windle John street, Bedford row, and Griffith and Hind, Liverpool.

Bewick George, Portsmouth, tavern keeper. (Naylor, Great Newport street, London, and Glendeaning, Portsea.

Bilbre John William, Greenwich, shopkeeper.

Bishop Mullmer, Robert Bishop, and William Bishop, Cambridge, woollen drapers. (Davis, Lothbury.

Black Anthony, and Peter Prescot, Liverpool, brewers. (Kearsey, Bishopsgate within, and Parr, and Thompson, Liverpool.

Blyth William, Sheffield, mercer. (Parker and Brown, Sheffield, and Blagrave and Walter, Symond's inn.

Blythe John, Bristol, merchant. (Sherwood, Cushion court, Broad street.

Boddy William, Scarborough, common brewer. (Lister, Scarborough, and Williams, Red Lion square, London.

Bound John, Salford, Lancaster, dealer and chapman. (Milne, Manchester, and Edge, Inner Temple, London.

Breed George, the younger, Lime st. fishmonger. (Lang, America square.

Brown George, Shoreditch, mercer (Walton, Girdler's hall, Basinghall street.

Bruce John, master mariner, late owner of the Maria, but now a prisoner in the goal of Hull. (Kearsey, Bishopsgate street.

Burgess Daniel, and Mary Lord, Rochdale, Lancaster, cotton spinners. (Kay and Renshaw, Manchester.

Burnes James, Liverpool, tailor. (Windle, John street, Bedford row, and Pennington, Liverpool.

Capper John, and John Bathgate, Smedley hall, Lancaster, victuallers. (Hurd, Temple, London, and Jackson, Manchester.

Careless William, Brewood, Stafford, stock-lock maker. (Chrees, Wolverhampton.

Crew Edward, Charlotte street, Whitechapel, money scrivener. (Howard, Jewry street, Aldgate.

Compere Thomas, St. Albans, grocer. (Benbow and Hape, Stone buildings, Lincoln's inn.

Cross William, the younger, Ainsworth, Lancaster, cotton manufacturer. (Windle, John street, Bedford row, and Cross and Rushton, Bolton le Moors, Lancaster.

Crouch Thomas, Cuckfield, Sussex, grocer. (Allin, Clifford's inn, and St. Johns Tunbridge Wells.

Danford Samuel, Abchurch lane, broker. (Walker, Old Jewry.

Dards John, Vauxhall, Surry, lighterman. (Towse, Fishmonger's hall.

Davenport Michael, Sheffield, cutler. (Sykes and Knowles, New inn, London, and Wheat, Sheffield.

Davies Peter, Little St. Andrew street, Seven Dials, medicine vender. (Stott, Furnival's inn.

Davies Gerard, Barnard Castle, Durham, cotton manufacturer. (Wharton and Dyke, Temple, London, and Wheldon, Barnard Castle.

Dean William, Kenton street, Russell square, shopkeeper. (Henson, Dorset street, Salisbury square.

Deck Arthur, Cambridge, chemist. (Cooper, Cambridge, and Paine and Brown, Lincoln's inn, London.

Dewson Benjamin, the younger, Wolverhampton, japanner. (Biddle, Wolverhampton, and Williams, Staple's inn, London.

Dicas John, Stockport, Chester, money scrivener. (Huxley, Temple, London

Edeston John, Liverpool, stationer. (Woods, Liverpool, and Blackstock, St Mildred's court, Poultry, London.

Ekins Joseph, Oxford street, cheesemonger. (Bugg and Farr, Addle street, London.

Eldershaw John, Shifnell, Salop horse dealer. (Lowe, Birmingham and Chilton, Exchequer Office, Lincoln's inn.

Eustace Benjamin, Lancaster, corn dealer. (Windle, John street, Bedford row, and Griffiths and Hinde, Liverpool.

Gibbons Thomas, Deritend, Aston, Warwick, grocer. (Egerton, Gray's inn and Stubbs, Birmingham.

Gibbs John, Halisham, Sussex, innkeeper. (Willard, Tattle, and Ellis, Hatton Garden.

Ginder Cornelius, Blackburn, Lancaster, linen-draper. (Dewhurst, Blacklock and Makinson, Temple.

Gore Richard, Liverpool, linen-draper (Windle, John street, Bedford row, and Forrest, Liverpool.

Greaves William, Leeds, currier. (Stott, Furnival's inn, and Wood, Leeds.

Hargreaves James, Manchester, brick maker. (Hewitt, Manchester, and Ellis Cursitor street, London.

Hill Thomas, Brightheimstone, Sussex, baker. (Gwynne, Lewes, and Heath cote, Bonverie street, London.

Hodgman Richard, Faversham, Kent engine-maker. (Nethersole and Portal, Essex street, Strand.

Hodson Joseph, Liverpool, auctioneer, (Devon and Tooke, Gray's inn square, Duckworth, Chippendall, and Denison, Manchester, and Burrish, Birmingham.

Howden Hay, Dove place, Hackney road, builder (Turner and Pike, Bloomsbury square.

Hurry Ives, Nag's Head court, Gracechurch street, merchant. (Swaine, Stevens, and Maples, Old Jewry,

Isaac David, Liverpool, slopseller (Windle, John street, Bedford row, and Griffith and Hinde, Liverpool.

Jackson Francis, Rood lane, London, merchant. (Bland, Vauxhall walk, Surry.

Jones Thomas, late of High Holborn, but now of the Fleet prison, looking-glass manufacturer. (Allingham, St. John's square.

Kenworthy, Cornelius and Edward, Halifax, cotton spinners. (Edge, Manchester, and Edge, Inner Temple.

Knight William, John Holmes, Islington, insurance broker. (Hall, Coleman street.

Lance Christopher, Grosvenor place, Middlesex, baker. (Allan, Frederic's place, Old Jewry.

Lansdown Thomas, Wevelscombe, Somerset, clothier. (Boscher, Wivelscombe, and Sheppard and Adlington, Bedford row.

Leeming John, Dutton, Lancaster, cotton manufacturer. (Winstanley, Preston, and Milne, and Parry, Temple.

Leman John, Ramsgate, shopkeeper. (Chatton, Southwark.

Lenox William, Bolton, Lancaster, common brewer. (Boardman, Bolton, and Meddowcroft, Gray's inn, London.

Maitland Maitland, Thorley Cottage, Surry, chemist. (Kearsey, Bishopsgate street within

Malatratt Jeremiah, late of Wansford, Northampton, but now a prisoner in the goal of Huntingdon. (Impey and Wightman, Inner Temple, and Bilston, Staffordshire.

Malone William, Birmingham, tailor. (Egerton, Gray's inn square, and Stubbs, Birmingham.

Mark William, Plymouth Dock, linen-draper. (Sydal, Aldersgate street, and Bozon, Plymouth Dock.

Matthews Henry, Kent street, Surry, baker. (Noy, Mincing lane.

Maugham Richard, Brentford, draper. (Adams, Old Jewry.

Mayor Thomas, Liverpool, stationer. (Woods, Liverpool, and Blackstock, St. Mildred's court, Poultry, London.

Morse Thomas, Wood-street, Cheapside, factor. (Pullen, Fore street, Cripplegate.

Nield Joseph, Manchester, grocer (Ellis, Cursitor street, London, and Milne, Manchester.

Parkes John, Horsleydown, Surry, wine-merchant. (Atcheson and Morgan, Winchester street.

Parry Hester, Llangollen. Denbigh, grocer. (Horne, Serle street, London, and Edwards, Oswestry.

Parsons John, Cheapside, warehouseman. (Foulkes, Southampton street, Covent garden.

Pass Joseph, Manchester, butcher (Woodcvell, Bury and Blakelock and Makinson, Elm court, Temple.

Pearson Samuel, Duggleby, Beverley, York, flax-dresser. (Bentley, Beverley, and Willis, Warnford court, London.

Peaty William, Bristol, straw hat-manufacturer. (Shephard and Adlington, Bedford row, and Sheppard, Bath.

Phillips David, Cambridge street, Golden square, broker. (Stokes, Golden square.

Rasell Richard, Shoreham, Kent, shop-

keeper. (Ware, Southwark.

Reeve William, Clapham, Surry, coachmaker. (Wiltshire and Bolton, Old Broad street.

Remington George and Alexander, Oxford street, cabinet-makers. (Rosser, Red Lion square.

Richardson William, Richard Richardson, and Charles Stuart Bell, late of Newcastle upon Tyne, merchants. (Meggison and Son, Hatton garden, and Donkin, Newcastle.

Riddell George, Berwick upon Tweed, grocer. (Bromley and Bell, Gray's Inn, and Willoby, Berwick.

Rigby Robert, Liverpool, joiner. (Winsile, John street, Bedford row, and Fleetwood, Liverpool.

Robins, William Lewen Tugwell, Bartlett's buildings, Holborn, scrivener. (Noy, Mincing lane.

Robinson William, Debinham, Suffolk, shoemaker. (Maddock and Stevenson, Lincoln's Inn.

Robinson Thomas, the younger, Birmingham, druggist. (Rosser and Son, Bartlett's buildings, Holborn, and Webb and Tyndall, Birmingham.

Rotherry John, Leeds, wool-stapler. (Speight, Leeds, and Battye, Chancery lane.

Rouse Richard, late of Minster, Kent, carpenter, but now a prisoner in the prison of Maidstone. (Silvester, Field court, Gray's Inn.

Sackett Hannah, Ramsgate, innkeeper (Berridge, Hatton garden.

Sanders George, Ayr street, Piccadilly, victualler. (Payne, Basinghall street.

Silverwood Thomas, Settle, York, innkeeper. (Heelis, Staple inn, London, and Carr, Skipton.

Skelton James, Bramley, Size lane, merchant. (Dann and Crosland, Broad street.

Smith Joseph, Newport, Monmouth, coal merchant. (Whitecombe and King, Serjeant's inn, Fleet street, and Frankis, Bristol.

Stamford Edward, York street, Commercial road, flour-factor. (Hunt, Warwick court, Holborn.

Stanley William, Manchester, innkeeper. (Robinson, Manchester, and Lyon and Collyer, Gray's inn, London.

Stockwell George, Sheerness, boat-builder. (Silvester, Queenborough, and ———, Gray's inn.

Stone Henry, Wilton, Hereford, corn-factor. (Tarrant, Chancery lane, and Clifford, Bristol.

Swire Samuel, Halifax, merchant. (Cardie and Spear, Gray's inn, London, and Edwards, Halifax.

Thomas John, Liverpool, victualler. (Kidd, Liverpool, and Cooper and Lowe, Southampton buildings, Chancery lane.

Thorneley William, Cornbrook Lancaster, dyer. (Kearsley and Cardwell, Manchester, and Ellis, Cursitor street, London.

Titley William, and Wrightson Greenwood, Leeds, Stafford, mercers (Barber and Brown, Fetter lane, London, and Astbury, Stone, Stafford.

Topp Samuel, Chadderton, Lancaster, (Johnson and Bailey, Manchester, and Ellis, Cursitor street, London.

Turley Thomas, Merthur-Tidvil, Glamorgan, brewer. (Jenkins, James, and Abbott, New Inn, London, and Meyrick, Merthyr-Tidvil.

Ware William, Caldicott, Monmouth, shopkeeper. Tarrant, Chancery lane, and Smith, Bristol.

Wheatley George, South Shields, Durham, draper. (Carr, Newcastle upon Tyne, and Atkinson, Chancery lane.

Whitaker William, Charlton row, Manchester, manufacturer. (Kearsley and Cardwell, Manchester, and Hurd, Temple, London.

White Thomas, Stroud, Kent, coal-merchant. (Bousfield, Bouverie street, London

Willats Frederick, Brewer street, Golden square, cheesemonger. (Gatty and Haddan, Angel court, Throgmorton street.

Willis Thomas, Bath, carpenter. (Shephard and Adlington, Bedford row, and Sheppard, Bath.

Wilson William, Shakspeare walk, Shadwell, merchant. (Carter, Staple inn.

Winch Nathaniel John, Newcastle upon Tyne, merchant. (Atkinson Chancery lane.

Winch William, Long lane, Southwark, carpenter. (Marson, Church row, Newington Butts.

Wood Thomas, Rochdale, Lancaster, stationer. (Shuttleworth, Rochdale, and Chippindall, Temple, London.

Young Solomon, Newport street, linendraper. (Carpenter and Baily, Basinghall street.

Young William, Ardwick, Manchester, dealer and chapman. (Hurd, Temple, and Law, Manchester.

BANKRUPTS IN SCOTLAND.

Samuel Young, merchant, Edinburgh, Oct. 26.—Nov. 23.

Hugh Wales, Dyer, Belmash, Glenlnce, Oct. 21,—Nov. 18.

John Mills & Co. grocers, Edinburgh, Oct. 26—Nov. 23.

David Hume, baker and corn merchant, Perth, Nov. 10.—Dec. 1.

George and John Tait, drovers and cattle dealers, Lochentyre, Nov. 12,—Dec. 10.

Mackenzie & Co. merchants, Aberdeen, Nov. 0—20.

Hugh M'Lean, merchant, Douglas, Nov. 8,—Dec. 1.

John Auchinloss and Son, Paisley, Nov. 14,—Dec. 6.

James Walker, baker, Glasgow, Nov. 15,—Dec. 13.

Thomas Wilson, builder, Dalkeith, Nov. 11,—Dec. 9.

Alexander Malcolm & Co. merchants, Aberdeen, Nov. 18,—Dec. 9.

(Dividends in our next.)

PRICES OF EUROPEAN PRODUCE.

	At LEITH, 13th Dec			At HULL, 13th Dec.		
ASHES.	£.	s.	d.	£.	s.	d.
Weed, per barrel	None.			None.		
Carthagena, per cwt.	None.			None.		
Dantzic Pearl,	None.			None.		
Russia Pearl,	None.			None.		
BRIMSTONE.						
Foreign rough, per ton,	26 0 0	a	0 0 0	24 0 0	a	0 0 0
FLAX.						
Druana, per ton,	125 0 0	a	135 0 0	128 0 0	a	130 0 0
Thusenhausen,	125 0 0	a	135 0 0	128 0 0	a	130 0 0
Petersburgh 12 head,	125 0 0	a	130 0 0	125 0 0	a	0 0 0
——— 9 do.	None.			None.		
HEMP.						
Riga Rhine, per ton	118 0 0	a	0 0 0	120 0 0	a	0 0 0
Petersburgh clean,	115 0 0	a	118 0 0	0 0 0	a	0 0 0
IRON.						
British Bars, per ton	16 0 0	a	17 10 0	22 0 0	a	23 0 0
——— Pigs,	0 0 0	a	0 0 0	8 0 0	a	10 0 0
Swedish, per ton,	24 0 0	a	26 0 0	23 0 0	a	0 0 0
LEAD,	37 0 0	a	38 0 0	35 0 0	a	37 0 0
MADDER.						
Dutch Crop, per cwt.	None.			7 10 0	a	8 0 0
——— Ombro,	None.			4 10 0	a	7 0 0
Roots Smyrna,	None.			None.		
French do.	None.			None.		
OIL.						
Whale, Greenland, per ton	35 0 0	a	40 0 0	34 0 0	a	36 0 0

	At LEITH, 13th Dec.			At HULL, 13th Dec.		
PITCH	£.	s.	d.	£.	s.	d.
Archangel, per cwt.	0 18 0	a	0 0 0	None.		
Swedish,	0 17 0	a	0 0 0	None.		
British,	1 0 0	a	0 0 0	1 0 0	a	0 0 0
SPIRITS.						
Brandy, best, per gal.	1 4 6	a	1 5 0	1 5 0	a	0 0 0
——— inferior,	1 2 6	a	1 3 0	1 2 6	a	1 3 6
Geneva Hollands,	1 2 0	a	1 4 0	1 1 0	a	1 2 4
British Spirits,	0 11 6	a	0 15 0	None.		
SHUMAC.						
Malaga, per cwt.	None.			None.		
Sicily,	None.			None.		
TALLOW.						
Russia Soap, per cwt.	5 12 0	a	5 15 0	5 10 0	a	0 0 0
Candle, white,	None.			None.		
——— yellow,	0 0 0	a	0 0 0	5 10 0	a	5 15 0
TAR.						
Archangel, per bar.	2 5 0	a	0 0 0	2 2 0	a	0 0 0
TIMBER.						
Petersburgh redwood, p. h.	None.			28 0 0	a	30 0 0
——— whitewood,	None.			28 0 0	a	30 0 0
Dantzic Fir, per load	None.			None.		
Memel, Fir, per do.	None.			13 10 0	a	14 0 0
WINE.						
Lisbon, per pipe	90 0 0	a	95 0 0	93 0 0	a	98 0 0
Port,	100 0 0	a	105 0 0	94 0 0	a	100 0 0
Madeira,	100 0 0	a	120 0 0	100 0 0	a	120 0 0
Claret, per hhd.	70 0 0	a	95 0 0	None.		
Sherry, per butt	85 0 0	a	110 0 0	90 0 0	a	95 0 0

RATES OF INSURANCE AT GLASGOW, *December* 13th, 1808.

	Guinea per cent	Return for convoy
Clyde to Jamaica	5	2½
Clyde to Leeward Islands	5	2½
Jamaica to Clyde	12	6
Leeward Islands to Clyde	8	4
Newfoundland to West Indies	6 a 8	
West Indies to Newfoundland	6 a 8	
America to West Indies	6 a 8	
Newfoundland to Boston	0	
Do. to New York	0	
Do. to Southern States	0	
Clyde to United States, American	5 a 6	
United States to Clyde, British	5	
Do. to do. American	5	

	Guinea per cent	Return for Convoy.
Mediterranean to Britain	8	2 & 2
Britain to Mediterranean	8	2 & 2
Britain to Gibraltar	5	2
Gibraltar to Britain	5	2
Clyde to Spain or Portugal	5	2
Clyde to Halifax (North Channel)		
Clyde to Honduras	10	5 a 4
Honduras to Britain or Ireland	14	6,3 a 2
Clyde to Newfoundland		
Do. to Canada		
Newfoundland to Clyde	4	
Clyde to Nassau	4 a 5	
Liverpool to Nassau	4 a 5	

	Guinea per cent	Return for convoy.
Nassau to Liverpool or Clyde	4 a 5	
Nassau to New Orleans		
New Orleans to Britain, by Americans		
Gottenburgh to Amsterdam, (all risks)		
Clyde to Honduras (running ship)		
Leith to Gottenburg	10	2
Halifax to Clyde	5	
Nova Scotia to do.	5	
Canada to do.	5	
Newfoundland to Spain or Portugal	5	2
Clyde to West Indies (running ship)	5 a 6	
Leith to Heligoland	10	

PRICES CURRENT OF WEST INDIAN AND AMERICAN PRODUCE.

Glasgow, 13th Dec. 1808.

PRODUCE, AT CLYDE.	£.	s.	d.		£.	s.	d.
ASHES.							
America Pearl, per cwt.	3	16	0	a	0	0	0
——— Pot, ...	4	0	0	a	4	2	0
BARK, Quercitron, pe. cwt.	1	12	0	a	1	15	0
COCHINEAL, Spanish, p. lb.	None.						
COCOA.							
Grenada, per cwt.	Nom.						
COFFEE.							
Ordinary, per cwt.	5	0	0	a	5	5	0
Middling, ...	5	10	0	a	6	0	0
Good, ...	6	5	0	a	6	10	0
Fine, ...	6	15	0	a	7	0	0
COTTON WOOL.							
Fine Sea Island, per lb.	0	4	6	a	0	4	9
Good Middling do.	0	4	0	a	0	4	3
Stained and Ordinary, ...	None.						
New Orleans, ...	0	2	10	a	0	3	0
Bowed, old	None.						
——— new, ...	None.						
Fernambucco, ...	0	3	4	a	0	3	5
Maranham, ...	0	3	2	a	0	3	3
Demerara and Berbice, ...	0	3	1	a	0	3	4
Surinam, ...	0	3	3	a	0	3	4
Cumana, ...	0	2	10	a	0	3	0
Carriacon and Grenada, ...	0	2	10	a	0	2	11
West India, ...	0	2	7	a	0	2	10
DYERS WOOD.							
FRAZILETTO, per ton	None.						
LOGWOOD, Camp.	None.						
——— Honduras, ...	18	0	0	a	0	0	0
——— Jamaica, ...	15	10	0	a	16	10	0
FUSTIC, Jamaica, ...	23	0	0	a	24	0	0
——— Spanish, ...	25	0	0	a	27	0	0
NICARAGUA, large, ...	None.						
HIDES.							
West India, per lb.	0	0	5½	a	0	0	6
Buenos Ayres, ...	0	0	6	a	0	0	6½
INDIGO, Spanish, per lb. ..	0	7	0	a	0	11	0
LIME JUICE, per gal.	0	4	0	a	0	4	6
MOLASSES, per cwt.	1	7	0	a	1	8	0
OIL, Cod, per ton, ...	28	0	0	a	30	0	0
PITCH, American, per cwt.	None.						
PEPPER, Jamaica, per lb. ..	None.						
RICE, Carolina, per cwt.	None.						
RUM Jamaica, per gal.	0	5	10	a	0	7	0
——— Leeward Island, ...	0	5	0	a	0	5	6
STAVES.							
American barrel, p. 1200, ..	0	0	0	a	0	0	0
——— hhd. red oak, ...	None.						
——— do. white do.	0	0	0	a	0	0	0
——— pipe, ...	0	0	0	a	0	0	0
Quebec pipe, standard, ...	0	0	0	a	0	0	0
——— hhd. do.	0	0	0	a	0	0	0
SUGAR.							
Brown, per cwt.	3	19	0	a	4	2	0
Middling, ...	4	2	0	a	4	6	0
Good, ...	4	6	0	a	4	10	0
Fine, ...	4	10	0	a	4	15	0
Very fine, ...	4	15	0	a	4	18	0
TAR, American, per barrel.	2	4	0	a	2	6	0
TURPENTINE, per cwt.	None.						
TOBACCO.							
Virginia fine, per lb.	0	2	1	a	0	2	3
——— Middling, ...	0	1	11	a	0	2	0
——— ordinary, ...	0	0	0	a	0	0	0
——— leaf, ...	0	2	3	a	0	2	5
WOOD.							
Mahogany, Jamaica, per ft.	0	1	4	a	0	2	2
——— Honduras, ...	0	1	3	a	0	2	2
——— Hispaniola, ...	0	1	4	a	0	2	6

PRICES OF GRAIN IN THE GLASGOW MARKET.

Tuesday, December 13th.

WHEAT.	s.	s.	
Dantzic, - - -	—	a —	
Foreign Red, -	44	a 46	per boll of Linlithgowshire measure.
Scotch, (new) -	42	a 46	
Do. (old) - - -	—	a —	
English, - - -	48	a 52	
American, - -	47	a 50	per do. of 240
Irish, - - - -	—	a —	
OATS.			
Irish Mealing, -	26	a 30	per do. of 24
Do. Inferior, - -	24	a 26	per do. Renfrewshire measure.
Scotch Potatoe, -	26	a 28	
Do. Small, - -	21	a 26	
English Potatoe,	—	a —	per do. Stirlingshire measure.
Do. Small, - -	—	a —	
BARLEY.			
English, - - -	40	a 42	per do. Stirlingshire measure.
Scotch, - - -	30	a 34	
Irish, - - - -	—	a —	per do. Renfrewshire measure.
BEANS.			
English, - - -	38	a 40	per do. Stirlingshire measure.
Scotch, - - -	34	a 38	
GREY PEAS.			
English, - - -	—	a —	do. do. do.
Scotch, - - -	34	a 36	
OATMEAL.			
Scotch, - - -	28	a 30	per do. of 140
Irish, - - - -	24	a 26	per do.
Fine Flour, - -	78	a 80	per sack of 280

190 Bolls Wheat Linlithgowshire measure, 1 0 quarters English. The Stirlingshire bol Oats, is nearly 6½ and Renfrewshire do. Winchester bushels. All the grain that com up the Clyde, which is not sold by weight, sold by the Renfrewshire; that brought by the Forth and Clyde Canal, by the Stirlingshire and Wheat by the Linlithgowshire boll. The pound is English.

Prices of IRISH Produce and Manufacture in the GLASGOW MARKET, Dec. 10.

Beef, (mess) 140*s.* 0*d.* to 160*s.* 0*d.* per tierce.		
Pork, - - 105*s.* — to 160*s.* — per barrel.		
Butter, Dublin,	110*s.* to 124*s.*	per cwt.
——— Belfast,		
——— Limerick,	110*s.* to 120*s.*	per cwt.
——— Sligo.		
Cow Hides, - -	32*s.* to 36*s.* 0*d.*	
Ox do. - - - -	40*s.* to 42*s.* 0*d.*	per cwt.
Calf Skins, - - -	50*s.* to 65*s.* 0*d.*	
Linen Yarn, Derry,	4*s.* 6*d.* to 5*s.* 0*d.*	
——— Sligo,	4*s.* 3*d.* to 4*s.* 6*d.*	
——— Ballyshan.	4*s.* 6*d.* to 5*s.* 0*d.*	
——— Cavan,	4*s.* 6*d.* to 5*s.* 0*d.*	per spindle.
——— Longford	4*s.* 6*d.* to 5*s.* 0*d.*	
——— Roscom.	4*s.* 4*d.* to 4*s.* 8*d.*	
——— Head Yarn,	2*s.* 3*d.* to 2*s.* 6*d.*	per lb.

COUNTRY MARKETS, Dec. 15th, 1808.

Corn per Quarter. *Bread per Gal.*

Dec.	Wheat. s.	s.	Barley. s.	s.	Oats. s.	s.	Beans. s.	s.	Bread. s.	d.
Morpeth	——		——		——		——		——	
Lewes 16	88	90	48	50	36	38	——		——	
Newcastle .. 10	70	100	40	46	30	40	60	64	——	
Canterbury .. 1	80	105	42	48	34	42	75	80	——	
Chesterfield .. 1	96	112	47	55	30	43	——		——	
Ashbourn 10	92	102	48	50	32	40	72	76	——	
Lynn 13	84	94	36	38	28	36	60	61	——	
Gainsbro' 15	86	105	42	46	28	32	68	75	——	
Sandwich 14	90	100	40	46	32	44	——		——	
Newbury 14	70	109	29	48	30	44	56	80	2	0
Devizes 15	53	96	33	53	42	45	30	84	1	10
Louth 14	84	95	38	45	30	36	58	70	——	
Reading 14	72	113	33	50	21	41	58	63	——	
Swansea 15	70	91	48	—	27	—	——		——	
Henley 15	78	112	34	47	21	44	63	70	——	
Maidenhead .. 15	82	105	44	47	35	47	63	84	——	
Wakefield 9	90	98	40	46	27	43	58	74	——	
Basingstoke .. 7	72	100	40	51	32	40	61	80	2	0
Andover 10	75	99	40	51	34	42	60	72	1	11
Warminster	71	95	36	55	39	45	72	82	——	
Salisbury 6	80	90	53	51	38	46	70	90	2	0
Penrith 6	86	103	39	43	31	——				

Weight of the Gallon Loaf 8lb. 11oz.—Half Gallon 4lb. 5½oz.

UXBRIDGE.—Corn Inspector's Return.

	l.	s.	l.	s.		l.	s.	l.	s.
Wheat, p. ld.	2	0	to 2	6	Oats, per qr.	1	18	to 2	5
Barley, p. qr.	2	2	2	6	Beans, ditto.	3	0	3	3
Pease, ditto	2	12	3	0					

COTTON TWIST AND WEFT.

At Blackburn Hank Twist.	s.	d.	s.	d.	*At Preston.* Hank Twist.	s.	d.	s.	d.
—— No. 20	3	6	to 3	9	—— No. 30	3	6	to 3	9
—— 30	3	10	4	1	—— 36	3	10	4	1
—— 36	3	10	4	1	—— Cop 40	4	3	4	7
Cop Weft	——		——		—— 50	4	9	5	1
—— 18	0	0	0	0	Cop Weft 30	3	4	3	8
—— 30	3	4	3	8	—— 40	3	8	3	11
—— 40	3	8	3	11	—— 50	4	1	4	3
					—— 60	4	4	4	7

SCOTCH LINENS.

Dundee, 9th Dec. 1808.	d.	d.	*Arbroath*, 7th Dec.	d.
Sail Cloth. No. 1, ...	18½	to 19	Tow 3-4ths widths	— — —
Hemp Cotton Bag	13	20	Do 4-4ths Sheets. 14d 9-12ths to 14d 10-12ths	
Strelitz ..... 13d 6-12ths to 13 9-12ths			9-8ths ditto 15d 10-12ths	
Lint, Osnaburgh ..... 11d to 11d 3-12ths			Lint Osnaburghs 12d 9-12ths	
Tow, ditto ..... 8d 6-12ths to 9d			Lint 3-4th widths ..... 14d to 14d 3-12ths	
—— Strong 22 port 10d 4 12ths to 10d 8-12ths			4-4ths ditto ..... — — 19d	
Do. do. 24 ..... 12d 3-12th to 12d 6-12ths			30 porter 9-8ths do 19d 6-12ths to 9d 9-12	
Ger. Dowl. 27 inches 16d 6-12ths to 16d 8-12ths			32 ditto ..... 21d 6-12ths to 21d 9-12ths	
Common do. 27 ..... 14d to 14d 6-12ths			Shirtings ..... — — —	
Tow-Sheet. 24 pt 15d 3-12ths to 15d 6-12ths			German Dowlass 16d 6-12ths to 16d 9-12ths	
Do. do. 20. 13d 6-12ths to 13d 9-12ths				

FLAX.			HEMP.		
St. Petersburgh, 12 head		to ——	St. Petersburgh, clean	£ 118	to 120
Ditto ..... 9 do.	——	to ——	Ditto, half clean	110	to 112
Riga Thusenhausen	185	to 140	Riga Rhine	116	to 123
Drujana Cut	——	to ——	Drujana Pass	——	to ——
Libau	125	to 130	Common Pass	110	to 112
Oberland	——	to ——	Cedillia	——	to ——

POTATOES, *per Ton, at Spitalfields, Nov.* 11.

Kidney, £7 —Champions. £5 0s. to £0 0s.—Oxnobles, £4—Apple, £3 10s. to £5.

LIVERPOOL PRICE CURRENT.

	s.	d.	s.	d.
Wheat, English, per 70lbs	14	0 to	14	9
——American	14	9	15	3
——Irish	12	6	13	0
Oats, English, 45lbs.	4	4	4	9
Irish Potatoes	0	0	5	0
——Common	4	0	4	9
Irish Barley, 60lbs.	5	6	6	0
English Oats 240lbs.	0	0	0	0
Grey Pease, qr.	——		——	
Beans	75	0	0	0
Flour, English, 280lbs	78	0	78	0
——American, per Barl	0	0	0	0
Rapeseed, per Last	£ 0	0	£ 0	0

Sugar, per cwt. viz.	s.	d.	s.	d.
Fine	87	0	92	0
Good	84	0	86	6
Middling	79	0	81	0
Ordinary	68	0	79	0

Cotton, per lb.	s.	d.	s.	d.
Maranham	36		37	
Barbadoes	34		35	
Pernambuco	——		39	
Georgia	36		57	
—— bowed	29		30	
	s.		s.	
Tallow, per cwt. uncertain	—		—	
Soap	—		—	

Rum, per gallon.	s.	d.	s.	d.
Jamaica, new, overproof	6	6 to	6	8
——12 to 15 ov.	0	0	0	0
——Strong	7	0	7	2
——Escapes	5	5	5	10
Lew. Island, common	5	1	5	5
——overproof	0	0	0	0
Indigo, per lb.				
Spanish	5	0	11	0
Carolina	2	6	4	6
New Orleans	3	6	6	0
Hides, per lb.				
Buenos Ayres	0	5½	0	6½
West India	0	3¾	0	4½
Butter, per cwt.				
Belfast	124	0	0	0
Newry	120	0	0	0
Cork	122	0	0	0
Sligo	—	0	——	
Dublin	116	0	0	0
Grease, clean	——		——	
—— dirty	——		——	
Lard, 120lbs.	0	0	0	0
Belfast Bacon, per cwt.				
Long Midds.	——		——	
Square ditto	0	0	0	0
Green Hams	0	0	0	0
Mess Beef, per trs.	—	0	130	0
Ditto, per bl.	—	0	90	0
Pork ditto	92	0	100	0

The average Prices of Navigable Canal, Dock Stock, Fire Office Shares, &c. in Dec. 1808, at the Office of Mr. SCOTT, 28, New Bridge-Street, Blackfriars, London.

The Neath Canal in Glamorganshire, 130*l.* to 134*l.* dividing 15*l.* per Share, per Annum, nett.—The Swansea Canal 85*l.* each the last dividend was 5*l.* per Annum, nett.—Grand Junction, 125*l.* to 126*l.* ex Dividend of 2*l.* for the last half year.—Ditto, Bonds of 50*l.* each at 42*l.* bearing 5*l.* per Cent Interest.—Ellesmere Canal, 55*l.*—Kennet and Avon 20*l.* Shares, at 3*l.* 10*s.* premium.—Wilts and Berks, 28*l.* each.—Ashby de la Zouch, 21*l.*—West India Dock Stock 166*l.* per Cent. dividing 10*l.* per Cent. nett per Annum.—London Dock Stock, 120*l.* 19*s.* dividing 5*l.* ¾, per Cent. per Annum.

The average Price of Raw Sugar, 51*s.* 6*d.* per cwt. exclusive of Duty.

Friday, December 2.

AMSTERDAM	2 *Usance*	33	10
Ditto at sight		33	3
Rotterdam	2 *Usance*	10	9
Hamburgh	2½ *Usance*	32	4
Altona	2½ *Usance*	32	8
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*	——	
Ditto	*Effective*	44½	
Cadiz	*In paper*	——	
Ditto	*Effective*	44½	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Ineffective*	52	
Naples		42	
Lisbon		68½	
Oporto		69½	
Dublin	*Per Cent.*	9	
Cork	*Ditto*	10½	

Agio of Bank of Holland, 5½ *per Cent.*

Tuesday, December 6.

AMSTERDAM	2 *Usance*	33	10
Ditto at sight		33	3
Rotterdam		10	9
Hamburgh		32	4
Altona		32	5
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*	——	
Ditto	*Effective*	44½	
Cadiz	*In paper*	——	
Ditto	*Effective*	44½	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		69	
Oporto		69½	
Dublin		8½	
Cork		9½	

Agio of Bank of Holland, 5½ *per Cent.*

Friday, December 9.

AMSTERDAM	2 *Usance*	33	10
Ditto at sight		33	3
Rotterdam		10	9
Hamburgh		32	4
Altona		32	5
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*	——	
Ditto	*Effective*	44½	
Cadiz	*In paper*	——	
Ditto	*Effective*	44½	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		69½	
Oporto		69½	
Dublin		8½	
Cork		9	

Agio of Bank of Holland, 5½ *per Cent.*

Tuesay, December 13.

AMSTERDAM	2 *Usance*	33	10
Ditto at sight		33	3
Rotterdam		10	9
Hamburgh		32	4
Altona		32	5
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*	——	
Ditto	*Effective*	44½	
Cadiz	*In paper*	——	
Ditto	*Effective*	44½	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		69	
Oporto		69½	
Dublin		8½	
Cork		9	

Agio of Bank of Holland, 5½ *per Cent.*

Lloyd's Coffee-House, 20th December, 1808.

Portsmouth, Spithead, Poole, or the Isle of Wight	¼ g.
Weymouth, Exeter, Dartmouth, or Plymouth	1½g.
Alderney, Guernsey, or Jersey	2 gs.
Bristol, Wales, Chester, Liverpool, Whitehaven, and Places adjacent	½ gs.
Kinsale, Cork, Waterford, Dublin, Newry, or Belfast	2½ gs.
Limerick or Galway	3 gs.
Londonderry or Glasgow	3 gs.
Yarmouth or Lynn	1¼ g.
Hull or Gainsborough	1½ g.
Newcastle, Whitby, or Sunderland	1¼ g.
Leith, Perth, Dundee, Montrose, or Aberdeen	¼ Do.
Inverness, Shetland, or the Orkney Islands	1½ g.
Dunkirk, Ostend, Flushing, or Middleburg	———
Rotterdam, Amsterdam	———
Embden, free of capture	———
Tonningen Neutrals	———
Gottenburgh	3 gs. ret. 1l. 10s.
Stockholm and Places adjacent	———
Riga, Revel, Narva, or Petersburgh	———
Stockholm	———
Calais, Boulogne, Dieppe, or Havre-de-Grace	———
L'Orient, Rochelle, Bourdeaux, or Bayonne	———
St. Sebastian, or Bilboa	6 gs.
Oporto	6 gs. ret. 3l.
Lisbon	Do.
Rio de Janiero	8 gs. ret. 4l.
Mediterranean, viz.	
Malaga and Places adjacent	10 gs. ret. 5l.
Leghorn or Naples	
Ancona, Venice, Trieste, &c.	
Neutrals	———
Salonica, Gallipoli, Smyrna, or Constantinople	20 gs. ret. 10l.
Madeira	5 gs. ret. 2l. 10s.
Jamaica	8 gs. ret. 4l.
Leeward Islands, viz. Grenada, Tobago, Barbadoes, &c.	8 gs. ret. 4l.
Surinam, Demerara, or Berbice	3 gs. ret. 4l.
Musquito Shores, Honduras, and Places adjacent	10 gs.

Florida, Georgia, or Bahama Islands, American Ships	———
British	8 gs.
The American States, their Ships	6 gs.
Ditto British	10 gs. ret. 5.
Bermuda Islands	8 gs. ret 4l.
Newfoundland and C. of Labradore	8 gs. ret. 4l.
Bay of Fundy, Quebec, or Montreal	8 gs. ret. 4l.
Greenland out and home	———
Cape of Good Hope or St. Helena, Company's Ships	4 gs.
Others	10 gs. ret. 5l.
Southern Fishery, out and home	20 gs.
Bengal, Madras, or China, Company's Ships	6l.
Ditto out and home	12l.
Others	10 gs.
Africa and back to the West Indies or America	———
Liverpool, Bristol, &c to	
Cork, Waterford, Dublin, Newry, Belfast, Londonderry, or Glasgow	½ g.
Limerick or Galway	2½ gs.
Rotterdam and Amsterdam	———
Elsineur	———
Bremen, Hamburgh, and Embden	———
Baltic, viz.	
Libau, Riga, &c.	———
Stockholm, Revil, Narva, and Petersburgh	———
Archangel home	8 gs.
Oporto or Lisbon	12 gs. ret. 6l.
Gibraltar	8 gs. ret. 4l.
Madeira	6 gs. ret. 3l.
Jamaica	8 gs. ret. 4l.
Leeward Islands	Do.
Ditto with Convoy	Do.
American States	Do.
Africa, thence to the West Indies or America	———
Greenland, out and home	———
Dublin, Cork, &c. to	
London	4 gs. ret 2l.
The Baltic	———
Lisbon and Oporto	8 gs. ret. 4l.
American States, American Ships	3 gs.
Ditto British	10 gs.
Greenland out and home	———
West Indies	8 gs. ret. 4l.
Jamaica	Do.
Limerick to London	3 gs.

Ostend, Embden, or Amsterdam	———
Bremen, Hamburgh, &c.	———
Newfoundland	4 gs.
Baltic to	
Yarmouth, Lynn, Hull, or Gainsborough	———
Newcastle, Whitby, Leith, Montrose, Aberdeen, &c.	———
Portsmouth, Exeter, or Plymouth	———
Bristol, Liverpool, or Lancaster	———
Cork, Waterford, Dublin, &c.	———
Jamaica to	
The American States	10 gs.
Quebec or Montreal	12 gs.
Newfoundland or Labradore	12 gs.
Plymouth, Portsmouth, or London	10 gs. ret. 5l.
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Leeward Islands to	
Quebec, Montreal, Newfoundland, or Labradore	Do.
American States	12 gs.
Plymouth, Portsmouth, or London	8 gs. ret. 4l.
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Newfoundland to	
American States	5 gs.
Jamaica and the Leeward Islands	25 gs.
Lisbon or Oporto	10 gs. ret. 5.
Plymouth, Dartmouth, or Exeter	8 gs. ret. 4l.
Bristol, Liverpool, &c.	Do.
Dublin, Cork, Waterford, &c.	Do.
Portsmouth	Do.
London	Do.
Yarmouth, Lynn, or Hull	Do.
Newcastle, Whitby, or Sunderland	Do.
Leith, Perth, Montrose, or Aberdeen, North about	8 gs. ret.
Quebec to	
Ireland	12 gs.
Great Britain	Do.
American States to	
Cape of Good Hope and St. Helena	2½ gs.
Canton, Madras, or Bengal	4 gs.
Ditto out and home	8 gs.
Denmark or Sweden to	
The Cape of Good Hope	———
Helena	4 gs.
Bengal and China	5 gs.
Ditto out and home	7 gs.

LONDON PRICE CURRENT.

B. signifies Barrel; Bl. Bushel; Ch. Chest; C. 112lb.; D. Dozen; G. Gallon; H. 100, and of Deals 120; J. Jar of Oil of 24 Gallons; and a ¼ Chest of Oil 30 Flasks, or 4 Gallons; Lt. Last, or 12 Barrels of Pitch, containing 31½ Gallons each; Q. Quarter, of 8 Bushels; T. Ton, or 20cwt; Tu. Tun of 252 Gallons.— Note, *Wine is sold by Gauge, viz. Port per Pipe of 138 Gallons; Bucellas and Lisbon per Pipe of 140 Gallons; Sherry per Butt of 150 Gallons; Madeira per Pipe of 110 Gallons; Mountain per Butt of 126 Gallons; Vidonia per Pipe of 120 Gallons; Rhenish per Aum of 36 Gallons; and Claret per Hogshead of 57 or 58 Gallons; (all Increase and Decrease is adjusted.) All Kinds of Fish Oil is sold per Tun of 252 Gallons; Olive, Linseed, and Rape Oil, per Tun of 236 Gallons.*

	FROM £	s.	d.	TO £	s.	d.	per
ALUM English	21	0	0	21	10	0	T
—— Roach	1	18	0	0	0	0	C.
Almonds Barbary Bitter	4	0	0	4	4	0	—
—— Sweet	4	10	0	0	0	0	—
—— Jordan	11	0	0	0	0	0	—
—— Valentia	6	0	0	0	0	0	—
Anchovies lar. b. of 40lb.	4	10	0	0	0	0	—
—— sm. b. of 12lb	2	5	0	0	0	0	—
Annatto Flag	0	2	0	0	0	0	lb.
—— Spanish	0	4	2	0	0	0	—
Argol Bolo. & Rhe. white	5	5	0	5	10	0	C.
—— Florence White	0	0	0	4	16	0	—
—— Red	4	4	0	4	17	6	—
—— Naples White	3	10	0	3	15	0	—
—— Red	3	0	0	3	8	0	—
Ashes Amer. Pearl, best	4	0	0	0	0	0	—
—— Inferior	3	10	0	3	12	0	—
—— Pot best	4	0	0	0	0	0	—
—— Inferior	3	16	0	0	0	0	—
—— Barilla Teneriffe	2	10	0	0	0	0	—
—— Spanish	4	0	0	0	0	0	—
—— Sicily	2	8	0	0	0	0	—
—— Dantzic Pearl	uncertain			0	0	0	—
—— Russia Pearl	3	16	0	0	0	0	—
BERRIES Juniper Ger.	4	10	0	5	0	0	—
—— Italian	4	0	0	4	10	0	—
—— Yellow Turkey	4	0	0	6	0	0	C.
—— French	0	0	0	0	0	0	—
Brandy Best	1	2	0	1	3	0	G.
—— Inferior	0	19	6	1	0	0	—
Brimstone Foreign Ro.	21	10	0	24	0	0	T.
Bristles Hog Russia und.	25	0	0	26	0	0	C.
—— Archangel do.	25	0	0	0	0	0	—
—— Koningsberg do.	0	0	0	25	0	0	—
CAPERS French	13	0	0	16	10	0	—
—— Spanish	7	10	0	10	10	0	—
Cochineal Spa. Garbled	1	5	6	1	9	6	lb.
—— East India	0	4	0	0	5	3	—
Cocoa West India	4	0	0	4	10	0	C.
—Carracca for Export.	5	16	0	6	6	0	—

		FROM £	s.	d.	TO £	s.	d.	per
Coffee W. I. very ord.		3	8	0	3	18	0	C.
—— ord.		4	0	0	4	15	0	—
—— mid.		4	16	0	5	10	0	—
—— good		5	11	0	5	18	0	—
—— fine		6	6	0	6	18	0	—
—Mocha or East Ind.		19	0	0	20	0	0	—
—Java		5	0	0	6	0	0	—
Copper unmanufac.		0	0	0	0	0	0	—
—— manufactured		0	0	0	0	0	0	lb.
—— Japan		0	0	0	0	0	0	C.
Copperas Green		0	6	9	0	0	0	—
Cotton Wool	Brazil Pernambuc.	0	2	11	0	3	0½	lb.
	Brazil Bahia	0	2	9½	0	2	10½	—
	Brazil Maranham	0	2	9½	0	2	10½	—
	Brazil Para	0	2	7	0	2	8½	—
	Dutch Surinam	0	2	8½	0	2	11½	—
	Dutch Demerara	0	2	6	0	3	0	—
	Dutch Berbice	0	2	6	0	3	0	—
	West Indies. Carriacou	0	2	9	0	2	10	—
	West Indies. Grenada	0	2	7	0	2	8	—
	West Indies. Barbadoes	0	2	7	0	2	8	—
	West Indies. Domingo	0	2	3	0	2	6	—
	West Indies. Martinico	0	2	3	0	2	6	—
	West Indies. Jamaica	0	2	3	0	2	6	—
	West Indies. Bahama	0	2	0	0	2	7	—
No Tret allowed.	E. I. Bourbon	0	3	0	0	3	6	—
duty not pd.	E. I. Surat	0	1	8	0	1	11	—
	Geo Sea Isl.	none						—
	Do. Bow'd	none						—
	Orleans	none						—
	Turkey Span. Ameri. Cumana	0	2	3	0	2	6	—
	Turkey Span. Ameri. Giron	0	2	4	0	2	6	—
	Turkey Span. Ameri. Carthagena	0	2	3	0	2	5	—
	Turkey Smyrna	0	2	0	0	2	2	—
	Turkey Salonica	0	1	10	0	2	0	—
	Turkey Macedonia	0	1	10	0	2	0	—
DYER'S Wood Bar W.		28	0	0	0	0	0	—
—— Brazil		85	0	0	0	0	0	—
—— Brazilet		10	0	0	12	0	0	—
—— Cam Wood		40	0	0	45	0	0	—

	FROM £	s.	d.	TO £	s.	d.	
——— Fustic Cuba	19	10	0	21	0	0	T.
——— Jamaica	18	0	0	18	10	0	—
——— Porto Rico	18	0	0	20	0	0	—
——— Tobago	20	0	0	0	0	0	—
——— Zaut or young	18	0	0	0	0	0	—
——— Logwood Camp	20	0	0	0	0	0	—
——— Hond. chipt	0	0	0	16	10	0	—
——— unchipt	0	0	0	0	0	0	—
——— Jamaica chipt	0	0	0	15	0	0	—
——— unchipt	10	0	0	11	0	0	—
——— Nicaragia, large	38	0	0	0	0	0	—
——— midd.	18	0	0	0	0	0	—
——— small	0	0	0	14	0	0	—
——— Sanders Red	36	0	0	38	0	0	—
DRUGS.							
ALOES Barbadoes	20	0	0	25	0	0	C.
——— Cape	6	10	0	0	0	0	—
——— Succotrina	16	0	0	16	10	0	—
——— Epatica or E. I.	7	10	0	11	10	0	—
Angelica Root	14	0	0	16	0	0	—
Antimony Crude	10	0	0	11	0	0	—
Aqua Fortis	8.	0	7	D.	1	0	lb.
Arsenic Red	4	0	0	0	0	0	C.
——— White	4	5	0	0	0	0	—
Balsam Capivi	0	3	4	0	3	6	lb.
——— Peru	8	8	0	0	9	0	—
——— Tolu	0	4	3	0	4	6	—
Bark Jesuits Com.	0	3	9	0	5	0	—
——— Second	0	6	3	0	7	6	—
——— Quil or best	0	8	9	0	9	6	—
——— Red	1	13	0	1	14	0	—
——— Yellow	0	5	0	0	8	0	—
Borax refined E. I.	3	10	0	3	12	6	C.
——— English	0	1	10	0	2	0	lb.
——— unrefined or Tinc.	5	10	0	5	15	0	C.
Camphire Refined	0	7	4	0	7	6	lb.
——— Unrefined	28	0	0	30	0	0	C.
Cantharides	1	0	6	1	2	0	lb.
Cardemoms (best)	0	7	0	0	8	0	—
Cassia Buds	0	0	0	11	10	0	C.
——— Fistula W. I.	3	5	0	3	15	0	—
——— Lignea	6	0	0	16	0	0	—
Castorum American	0	18	0	1	1	0	lb.
——— Russia	0	0	0	0	0	0	—
Castor Oil p. bot. 1½lb.	0	4	0	0	5	6	bo.
Coculus Indicus	2	0	0	2	5	0	C.
Colocynth Turkey	0	3	0	0	3	3	lb.
Columbo Root	3	14	0	4	0	0	C.
Cream of Tartar	0	0	0	8	15	0	—
Essence of Burgamot	0	10	0	0	0	0	lb.
——— Lavender	0	7	6	0	8	0	—
——— Lemon	0	10	0	0	0	0	—
——— Origanum	0	0	0	0	6	6	—
——— Rosemary	0	4	6	0	5	0	—
Gallangal East India	2	15	0	3	0	0	C.
Gentian Root	4	10	0	0	0	0	—
Ginseng	0	2	0	0	2	4	lb.
Grains of Guinea	3	15	0	4	0	0	C.
Gum Ammo. Drop	16	0	0	18	0	0	—
——— Lump	4	0	0	10	0	0	—
——— Animi	4	10	0	10	0	0	—

	FROM £	s.	d.	TO £	s.	d.	
Gum Arabic E. I.	2	10	0	4	10	0	C.
——— Turkey fine	9	0	0	11	0	0	—
——— Barbary	3	5	0	3	10	0	—
——— Assafœtida	5	0	0	12	0	0	—
——— Benjamin	8	15	0	30	0	0	—
——— Cambogium	20	0	0	26	0	0	—
——— Copal scraped	0	2	0	0	3	6	—
——— Galbanom	8	0	0	9	0	0	—
——— Guaiacum	0	3	6	0	5	0	—
——— Mastic	0	6	2	0	6	6	—
——— Myrrh	25	0	0	28	0	0	—
——— Olibanum	6	0	0	10	0	0	—
——— Oppoponax	85	0	0	0	0	0	—
——— Sandrac	0	0	0	8	8	0	—
——— Seneca Garbled	5	0	0	5	5	0	—
——— Tragacanth	26	0	0	27	10	0	—
Jalap	0	3	3	0	3	8	—
Ipecacuanha	0	11	6	0	13	0	—
Isinglass Book	0	16	0	0	18	0	—
——— Leaf	0	16	0	0	16	6	—
——— Long Staple	0	16	0	0	0	0	—
——— Short Staple	0	16	0	0	17	6	—
Manna Flakey	0	5	0	0	0	0	—
——— Sicily in sorts	0	1	10	0	2	0	—
——— Tolpha	0	2	6	0	3	0	—
Musk China	1	2	0	1	4	0	—
Nux Vomica	2	0	0	2	10	0	—
Oil of Vitriol	0	0	4	0	0	0	—
Opium East India	1	5	0	0	0	0	—
——— Turkey	1	10	0	0	0	0	—
Pink Root	0	1	0	0	1	2	—
Quicksilver	0	4	1	0	0	0	—
Rhuburb East India	0	2	0	0	5	6	—
——— Russia	0	18	0	1	7	0	lb.
Saffron	2	10	0	0	0	0	C.
Sago	2	0	0	2	10	0	lb.
Sal. Amoniac	9	9	0	10	0	0	C.
Salop	15	15	0	0	0	0	lb.
Sarsaparilla	0	1	10	0	3	3	—
Sassafras	2	5	0	0	0	0	C.
Scammony Alleppo	1	15	0	2	0	0	—
——— Smyrna	0	8	0	0	0	0	—
Senna	0	4	0	0	5	0	lb.
Seeds Auni Alicant	6	0	0	0	0	0	C.
——— Coriander English	1	3	0	1	5	0	—
——— Cummin	3	0	0	3	4	0	—
——— Fenugreek	4	0	0	0	0	0	lb.
Shellack	3	10	0	7	10	0	C.
Sticklack	4	10	0	7	0	0	—
Snake Root	0	3	3	0	3	6	lb.
Soap Castile or Spanish	7	10	0	8	8	0	C.
Spermaceti refined	0	2	4	0	0	0	lb.
Tamarinds West India	4	0	0	4	10	0	C.
Tapioca Lisbon	0	0	6	0	1	0	lb.
Turmeric Bengal	4	0	0	4	4	0	C.
——— China	4	10	0	5	0	0	—
——— West India	3	10	0	3	15	0	—
Verdigris Wet	0	0	0	0	0	0	lb.
——— Dry	0	6	10	0	7	6	—
——— Crystalized	0	8	0	0	0	0	—
Vitriol Roman	0	0	6	0	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
EBONY Black Rose	28	0	0	35	0	0	T.
—— Green .	12	10	0	13	10	0	—
Eleph T. 70 to 90lb each	30	0	0	0	0	0	C.
——Twos. .	29	0	0	0	0	0	—
——Threes .	28	0	0	0	0	0	—
——Fours .	25	0	0	0	0	0	—
——Fives & Sixes	20	0	0	0	0	0	—
——Scrivelloes .	16	0	0	20	0	0	—
FEATHERS Dantz. W.	0	3	0	0	3	3	lb.
——Grey	0	2	6	0	2	7	—
——Hambro' White	0	2	6	0	2	8	—
——Grey	0	1	9	0	1	11	—
——Russia White	0	2	6	0	2	9	—
——Grey	0	1	10	0	2	0	—
——Down .	0	3	9	0	4	0	—
Flax Riga .	135	0	0	0	0	0	T.
——Narva 12 head	none			0	0	0	—
——9 head	115	0	0	0	0	0	—
——6 head	0	0	0	0	0	0	—
—Petersburg 12 head	130	0	0	0	0	0	—
——9 head	0	0	0	0	0	0	—
—Codilla .	45	0	0	50	0	0	—
GALLS Aleppo blue .	6	15	0	7	0	0	C.
——mixt	5	10	0	5	12	6	—
Geneva Holland .	1	2	6	1	3	0	—
Glue For. dry thick lea.	3	5	0	3	6	0	—
——thin .	3	0	0	0	0	0	—
HEMP Riga Rhine	120	0	0	0	0	0	T.
——Out shot	none			0	0	0	—
——Pass .	none			0	0	0	—
—Codilla .	0	0	0	0	0	0	—
—Petersburg Clean	120	0	0	0	0	0	—
—Out shot .	none			0	0	0	—
—Half Clean .	none			0	0	0	—
—Codilla .	0	0	0	0	0	0	—
—Italian .	0	0	0	0	0	0	—
Hides Raw West India	0	0	4	0	0	5	lb.
——Buenos Ayres	0	0	6	0	0	6½	—
——Brazil .	0	0	4½	0	0	5	—
——Horse British	0	16	0	0	0	0	Hi
INDIGO.							
Spanish: Guatimala Flora	0	10	0	0	11	9	lb.
——Sobres	0	9	0	0	10	6	—
——Cortes	0	5	0	0	8	6	—
Carracca Flora .	0	9	9	0	10	6	—
——Sobres	0	8	9	0	10	0	—
——Cortes	0	6	0	0	8	0	—
Brazil . .	0	3	0	0	4	6	—
New Orleans purp.	none			0	0	0	—
——copper & purp	none			0	0	0	—
East India: Blue .	0	10	0	0	10	0	—
Purple .	0	8	6	0	10	6	—
Copper and violet	0	6	3	0	8	0	—
Copper .	0	3	3	0	8	0	—
Bourbon .	none			0	0	0	—
IRON British in bars	18	0	0	0	0	0	T.
—— in pigs	9	10	0	0	0	0	—
——Old Sable .	27	0	0	0	0	0	—
——New Sable .	22	0	0	23	0	0	—
——Gurioffs .	24	10	0	26	0	0	—
——Archangel .	0	0	0	0	0	0	—
——Swedish .	31	0	0	0	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
LEMONS repa. .	5	0	0	0	0	0	ch
Liquorice Italian .	10	0	0	0	0	0	C.
—— Spanish .	7	0	0	8	15	0	—
Lead Pigs .	43	0	0	0	0	0	T.
——Mill'd or Sheet .	46	0	0	0	0	0	—
——Bars .	45	0	0	0	0	0	—
——Shot No. 1 to 5 .	45	10	0	0	0	0	—
—— 6 to 9 .	46	0	0	0	0	0	—
——Litharge .	48	0	0	0	0	0	—
——Red .	44	0	0	0	0	0	—
——White .	56	0	0	0	0	0	—
——Ore .	37	0	0	0	0	0	—
MADDERS Dutch Cro.	5	10	0	8	10	0	—
——Ombro .	4	0	0	4	10	0	—
——Gamene .	0	60	0	0	0	0	—
——Mulls .	0	10	0	0	20	0	—
——Roots .	0	90	0	0	0	0	—
Mats Archangel .	15	15	0	0	0	0	H.
OIL Lucca or Sallad .	96	0	0	0	0	0	Jr
——¼ chest .	4	4	0	4	10	0	T.
——Olive Barbary .	90	0	0	95	0	0	—
——Gallipoli .	76	0	0	0	0	0	—
——Genoa .	0	0	0	0	0	0	—
——Palm .	3	18	0	0	0	0	C.
——Turpentine Eng.	19	10	0	0	0	0	—
——Foreign .	18	10	0	0	0	0	—
——Rape English .	48	0	0	0	0	0	T.
——Refined .	51	0	0	0	0	0	—
——Linseed English .	76	0	0	0	0	0	—
——Cod Newfound. .	29	15	0	30	0	0	—
——Sperm. .	99	0	0	0	0	0	—
——Head Matter .	108	0	0	111	0	0	—
——Whale Greenland .	28	15	0	30	0	0	—
——Brazil or S. Fish .	33	5	0	0	0	0	—
——Pilchard .	0	0	0	0	0	0	—
——Seal Brown .	30	10	0	0	0	0	—
——White .	32	0	0	0	0	0	—
Oranges Lisb. repa. best	4	10	0	5	0	0	ch
——St. Michael's	2	10	0	3	0	0	bx
Orchil. Weed Canary B.	none			0	0	0	T.
——Inferior	140	0	0	0	0	0	—
——Cape de Verd .	90	0	0	0	0	0	—
PITCH American .	0	12	6	0	13	6	C.
——Archangel .	0	12	0	0	13	0	—
——Sweden .	0	14	0	0	15	0	—
——British .	0	11	0	0	11	6	—
PROVISIONS. Butter: Carlow 1st	6	4	0	0	0	0	—
Cork 1st	6	3	0	0	0	0	—
Waterford 1st	5	19	0	0	0	0	—
Holland .	6	0	0	6	8	0	—
Friesland .	6	0	0	0	0	0	—
Embden .	5	6	0	0	0	0	—
York Best .	3	6	0	3	10	0	Fi
Cumberland .	3	9	0	0	0	0	—
Irish: Bacon new	3	10	0	3	12	0	C.
Beef India .	0	0	0	8	15	0	Ti
Beef me. new	7	0	0	7	15	0	—
Ditto .	0	0	0	0	0	0	Bl
Pork India .	8	10	0	8	15	0	Ti
——new mess	5	5	0	0	0	0	Bl
Hams York .	5	10	0	6	15	0	C.
—— Cumberland	0	0	0	5	10	0	—
—— Westphalia	0	0	0	none			—

		FROM £	s.	d.	TO £	s.	d.	
RAISINS, &c. Wholesale Dealers Prices.	Currants	4	10	0	4	15	0	C. and
	Figs Faro	none			0	0	0	
	——Turkey	5	0	0	0	0	0	
	Plums French	none			0	0	0	
	Prunes new	2	16	0	3	0	0	
	Muscatels	9	0	0	9	7	0	
	Bloom or Jar	4	10	0	7	0	0	
	Sun or Solis new	4	10	0	5	0	0	
	Belvedere	0	0	0	0	0	0	
	Denia or Malaga	3	0	0	3	12	0	
	Sultana	none			0	0	0	
	Lipari new	0	0	0	0	0	0	
	Smyrna Black	3	0	0	3	10	0	
	——Red new	4	0	0	0	0	0	
Rags	Hambro' SPF	3	10	0	0	0	0	C.
	——FF	3	0	0	3	1	0	
	——FX	2	0	0	2	4	0	
	——Italian fine	3	10	0	0	0	0	
	——Seconds	3	0	0	3	5	0	
Rice	Carolina (new)	2	15	0	3	1	0	
	——bonded	1	8	0	1	14	0	
	——East India	none			0	0	0	
Rosin	English Black	0	25	0	0	26	0	
	——Yellow	0	0	0	0	30	0	
Rum	Jamaica	0	6	0	0	7	6	G.
	——Leeward Island	0	5	0	0	5	6	
SACCARUM	Saturni	0	1	0	0	1	2	lb.
Safflower		6	10	0	7	0	0	C.
Saltpetre	Ea. In. Rough	3	15	0	3	16	0	
	——British Refined	4	14	0	0	0	0	
Smalts	FFE	0	5	0	0	5	2	lb.
	——FE	0	3	7	0	0	0	
	——OC	0	2	7	0	0	0	
	——MEB.	0	2	6	0	0	0	
Shumack	Faro	1	4	0	1	4	6	C.
	——Malaga	1	1	0	1	2	6	
	——Oporto	none			0	0	0	
	——Sicily	1	6	0	1	9	6	
	——American	none			0	0	0	
Skins undressed	Goat Turkey	1	5	0	2	15	0	D.
	—Mogadore	1	15	0	2	10	0	
	Lamb Italian	6	15	0	7	10	0	
	—— Spanish	6	0	0	6	10	0	
	Kid Italian	6	0	0	7	10	0	
	—— Spanish	6	0	0	9	0	0	
	Seal Greenl.	0	2	11	0	0	0	sk.
	—So. Fishery	0	6	0	0	10	0	
	Calf British	0	10	0	0	12	6	
	—For. salted	0	0	6	0	0	11½	lb.
Silk Raw 16 oz. to a lb.	BengalSkein	0	15	0	0	22	0	
	—— Novis	0	23	0	0	40	0	
	China 3 moss	none			0	0	0	
	—— 6 moss	0	30	0	0	38	0	
	Possombrone	0	43	0	0	44	0	
	Friuli first	none			0	0	0	
	—— second	none			0	0	0	
	Milan	0	0	0	0	40	0	
	Reggio	0	28	0	0	30	0	
	Brutia	0	0	0	0	0	0	
Silk Thrown 16 oz. to a lb.	Bergam	0	62	0	0	0	0	
	Brescia	none			0	0	0	
	Modena	none			0	0	0	
	Piedm.	0	70	0	0	76	0	
	Milan	0	0	0	0	0	0	

		FROM £	s.	d.	TO £	s.	d.	
Spices	Cinnamon	0	8	0	0	9	6	
	——Bonded	0	6	0	0	7	6	
	——Cloves	0	8	0	0	8	6	
	——Bonded	0	3	9	0	4	0	
	——Mace Long	2	10	0	0	0	0	
	——Bonded	1	10	0	1	14	0	
	——Nutmegs	1	0	0	1	5	0	
	——Bonded	0	17	9	1	2	0	
	—Ginger Barbadoes W.	4	2	0	4	6	0	
	——Jamaica Black	3	4	0	3	5	0	
	——White	0	0	0	8	10	0	
	——East India	3	10	0	4	0	0	
	——Pepper	0	2	6	0	0	0	
	——Light	0	2	4	0	0	0	
	——White	0	4	4	0	0	0	
	——Dust	0	6	0	0	7	0	
	——Long	7	10	0	8	0	0	
	—Pimento or Jam. Pep.	0	1	10	0	1	11	C.
Spirits	Malt	0	15	3	0	0	0	Gal.
STAVES, Memel Ham & Stet. Dantzic Quebec Amer.	Barrel	uncertain			0	0	0	
	Hogshead				0	0	0	
	Pipe				0	0	0	
	Barrel Single				0	0	0	
	HogsheadSingle				0	0	0	
	Pipe Single				0	0	0	
	Brack Hhd.				0	0	0	
	——Pipe				0	0	0	
	Crown Hhd.				0	0	0	
	——Pipe				0	0	0	
	Barrel				0	0	0	
	Long Head				0	0	0	
	Short Head				0	0	0	
	Pipe				0	0	0	
	Barrel				0	0	0	
	Brack Pipe 1				0	0	0	
	——2				0	0	0	
SUGAR Waterside Prices.	Antigua	0	75	0	0	82	0	C.
	Barba. Clayed 3d	0	80	0	0	81	0	
	——2d	0	82	0	0	84	0	
	——1s	0	90	0	0	93	0	
	Musco. orbrown	0	75	0	0	82	0	
	Dom. Nev. & Tor.	0	76	0	0	81	0	
	GrenadaMuscov.	0	75	0	0	80	0	
	Jamaica brown	0	75	0	0	77	0	
	——middling	0	78	0	0	80	0	
	——good	0	82	0	0	84	0	
	——fine	0	81	0	0	88	0	
	StKitts & Monts.	0	77	0	0	83	0	
	Tabago & StVin.	0	75	0	0	81	0	
	Surinam & Dem.	0	74	0	0	78	0	
	Trinidad	0	74	0	0	80	0	
	East India	0	72	0	0	82	0	
Sugar Bakers Prices.	Ground tips	0	72	0	0	74	0	
	——middles	0	78	0	0	80	0	
	——Faces	0	80	0	0	84	0	
	Lumps very Bro.	0	101	0	0	103	0	
	——Better	0	104	0	0	106	0	
	——Middling	0	107	0	0	109	0	
	——Best	0	110	0	0	114	0	
	Sing. Loa. Brown	0	106	0	0	107	0	
	——Middling	0	110	0	0	113	0	
	——Best	0	114	0	0	116	0	
	Powder Loaves	0	110	0	0	115	0	
	Molasses	0	38	0	0	0	0	

	FROM £	s.	d.	TO £	s.	d.	per
TALLOW Town Melt.	5	4	6	0	0	0	C.
—— Russian Yellow	5	10	0	0	0	0	
—— White	5	6	0	0	0	0	
—— Soap	5	11	0	0	0	0	
Rough Fat aver. of 3 m.	0	6	7½	0	0	0	St.
TAR Carolina	uncert.			0	0	0	Bl.
—Virginia				0	0	0	
—Archangel	2	1	0	0	0	0	
—Stockholm	2	4	0	0	0	0	
TEA by the Package without Duty or Excise.							
—Bohea Common	0	1	6	0	1	10	lb.
——Middling	0	1	11	0	2	3	
—Congou Common	0	3	2	0	3	4	
——Best	0	3	5	0	3	8	
—Campoi Common	0	3	4	0	0	0	
——Best	0	3	5	0	3	8	
—Pekoe	0	4	4	0	5	6	
—Twankay Com.	0	3	5	0	3	6	
——Best	0	3	7	0	3	9	
—Hyson Skin Com.	0	3	6	0	3	8	
——Fine	0	3	9	0	4	0	
—Hyson Common	0	4	6	0	4	8	
——Middling	0	4	9	0	5	0	
——Fine	0	5	1	0	5	9	
—Gunpowder	0	6	6	0	8	6	
TIN in bars on board	6	2	0	0	0	0	C.
—In Blocks do.	6	3	0	0	0	0	
—Grain in blocks	8	0	0	8	8	0	
—on Shore							
TIMBER. American Deals. Dantz 3in by 40 ft	0	0	0	0	0	0	each per C. rod.
——2½——36	0	0	0	0	0	0	
——2——30	0	0	0	0	0	0	
Archangel	0	0	0	0	0	0	
Petersburgh	0	0	0	0	0	0	
Narva Yellow	0	0	0	0	0	0	
——White	0	0	0	0	0	0	
Dantzick Fir	0	0	0	0	0	0	
Memel Fir	0	0	0	0	0	0	
Riga Fir	0	0	0	0	0	0	
Oak Board	0	0	0	0	0	0	
Pine Boards	0	0	0	0	0	0	
Timber	0	0	0	0	0	0	
Tobacco bonded Maryland fi.	0	1	3	0	1	6	lb.
Good Colour	0	1	0	0	1	1	
——Middling do.	0		11	0	1	0	
——Brown or Ord.	0	0	9	0	0	10	
——Virginia fine	0	1	10	0	2	0	

	FROM £	s.	d.	TO £	s.	d.	per
——Middling	0	1	7	0	0	10	lb.
——Ordinary	0	1	7	0	0	0	
——Rappahanock	0	1	8	0	1	10	
——Carolina	0	1	8	0	1	10	
——Georgia	0	1	8	0	1	10	
——Strip leaf	0	2	2	0	2	6	
——Turkey	0	1	2	0	1	4	
Tortoishell	0	17	6	1	4	0	C.
Turpentine American	0	42	0	0	0	0	T.
Valonia	30	0	0	0	0	0	lb.
Vermillion Dutch	0	4	6	0	5	6	
——China	0	0	0	0	0	0	
WAX Bees English	17	0	0	0	0	0	C.
——American	16	10	0	17	0	0	
——African	10	15	0	13	10	0	
——Dantzig & Ham.	17	0	0	0	0	0	
——Hambro' white	0	3	6	0	3	10	lb.
Greenland Whalefins	38	0	0	39	0	0	
South Fishery do.	16	0	0	19	0	0	P.
WINE Dealers Prices of Red Port	90	0	0	96	0	0	
——Old	100	0	0	0	0	0	Bt
Sherry	92	0	0	100	0	0	P.
Lisbon	87	0	0	90	0	0	
Vidonia	75	0	0	78	0	0	
Bucellas	95	0	0	0	0	0	Bt
Mount. Old	75	0	0	80	0	0	P.
Madeira Old	80	0	0	120	0	0	H.
Claret	70	0	0	90	0	0	A.
Rhenish	0	0	0	0	0	0	T.
Wood Box American	0	0	0	0	0	0	
——Turkey	16	0	0	23	0	0	Ft.
——Cedar Carolina	0	0	6½	0	0	9	
——Jamaica	0	1	0	0	0	0	T.
Lignum Vitæ Jamaica	14	0	0	30	0	0	
——Providence	11	0	0	21	0	0	Ft.
——Mahogany Hispa.	0	1	8	0	2	4	
——Honduras	0	1	3	0	1	6	
——Providence	none			0	0	0	
Wool Beav. Ruffing Best	0	69	0	0	0	0	lb.
——Wooms Brown	0	63	0	0	0	0	
——Inferior	0	55	0	0	0	0	
——Best White	0	57	0	0	0	0	
——Inferior	0	52	0	0	0	0	
——White Stage	0	46	0	0	0	0	
——Coat Seasoned	0	40	0	0	0	0	
——Old	uncert.			0	0	0	
——Coney English	0	17	6	0	0	0	
——Goats Aleppo	uncer			0	0	0	
——Smyrna	0	4	6	0	5	9	
——Vigonia Red	0	11	0	0	14	0	
——Pale	0	4	6	0	5	0	
Yarn Mohair Smyrna	0	4	6	0	9	0	

STATE OF THE ROYAL NAVY, DECEMBER, 1808.—Grand Total, 1121.

	Of the line.	50 to 44.	Frigates.	Sloops.	Gun-bgs.	Total.
In Commission	125	16	164	237	230	772
Building	60	—	15	22	6	103
In Ordinary	46	13	56	49	15	179

Daily Prices of STOCKS, from 20th of NOVEMBER, to 20th of DECEMBER 1808.

	Bank Stock.	3 per Cent. Reduced.	3 per Cent. Consols.	4 per Cent. Cons. 1780.	3 per Cent. Def.	Navy 5 per Cent.	Long Annuities.	Consol Short Anns.	5 per Cent. 1797.	Omnium.	Imperial 3 per Cent.	Ditto Annuities.	India Stock.	India Scrip.	India Bonds.	Old Annuities.	New Ditto.	Navy and Vict. Bills.	3½ d. Exchequer Bills.	Lottery Tickets.	Consols for Acct.	Irish Omnium.	Irish 5 per Cent.
																				£ s. d.			
Nov. 21		66⅛	65⅛	81⅞	—	—	18 19/32	—	—	¼ dis	—	—	—	—	6 7p	—	—	—	7 10p	21 15 0	66⅜	—	—
22	237	66	66⅛	82	—	—	18 7/16	—	—	1 d	64⅝	—	133	—	6 7p	—	—	—	6 10p	do	66⅞	—	—
23	236½	65⅞	66⅛	81⅞	—	—	18	—	—	1 d	—	—	132½	—	6 7p	—	—	—	6 9p	do	66⅜	—	—
24	236½	65⅞	66⅛	82	—	—	18	—	—	1 d	—	—	132½	—	6 7p	—	—	—	5 8p	do	66½	—	95¼
25	236	65⅝	66	81⅝	—	—	17 13/32	—	—	1⅛ d	64⅛	—	131½	—	—	—	—	—	5 7p	do	66⅝	—	—
26	—	65⅝	66⅛	81⅝	—	99¼	17 9/16	—	—	—	—	77/16	132	—	6 7p	—	—	—	6 8p	do	66½	—	—
28	236	66⅜	66	81⅝	—	99	17 9/16	—	—	1¼ d	64	—	—	—	6 7p	—	—	—	6 8p	do	66⅜	—	—
29	236	65⅞	66¼	81½	—	99⅞	18	—	—	1 d	64⅛	77/16	131½	—	6 7p	—	—	—	6 8p	do	66¼	—	—
30																							
Dec. 1	235¼	65⅞	66⅜	81⅞	—	99⅞	18 1/32	—	—	1 d	—	—	—	—	6 7p	—	—	—	5 9p	do	66⅞	—	—
2	235½	65⅞	66	81⅞	—	99⅞	17 15/16	—	—	—	64⅛	—	—	—	6 7p	—	—	—	6 9p	do	—	—	—
3	—	65¾	—	81⅞	—	99⅞	18 1/16	—	—	1 d	—	—	—	—	6 7p	—	—	—	7 9p	do	66⅞	—	—
5	—	66⅛	—	82	—	99⅞	18 1/16	—	—	1 d	—	—	—	—	6 7p	—	—	—	7 9p	do	66⅞	—	—
6	236	65⅞	—	82	—	99⅞	18 1/32	—	—	—	—	—	—	—	6 7p	—	—	—	7 9p	do	67	—	95⅞
7	236	66	—	82⅛	—	99⅞	18 1/16	—	—	¾ d	—	—	—	—	6 7d	—	—	—	7 9p	do	67	—	—
8	—	66⅛	—	82⅛	—	99⅞	18 1/16	—	—	1 d	—	—	—	—	6 7p	—	—	—	6 8p	do	67⅛	—	—
9	—	65⅞	—	81⅞	—	99⅞	17 15/16	—	—	1 d	64⅞	7½	—	—	6 7p	—	—	—	6 8p	do	66⅞	—	—
10	—	65¾	—	81⅞	—	99⅞	18 1/16	—	—	1 d	—	—	—	—	6 7p	—	—	—	6 9p	do	66¾	—	—
12	—	—	—	81⅞	—	—	18 1/16	—	—	1 d	—	—	—	—	—	—	—	—	—	do	—	—	—
13	235¼	—	—	81⅞	—	—	18	—	—	—	—	—	—	—	6 8p	—	—	—	6 9p	do	66⅜	—	—
14	235	—	—	82⅛	—	—	18 1/16	—	—	1 d	—	—	—	—	7 8p	—	—	—	7 9p	do	66⅜	—	—
15	—	—	—	81⅞	—	—	18 1/16	—	—	1¼ d	—	—	—	—	7 8p	—	—	—	7 6p	do	66¼	—	—
16	236	—	—	82	—	—	18	—	—	¾ d	64¾	—	—	—	7 8p	—	—	—	8 5p	do	66⅜	—	—
17	236	65⅛	—	81⅞	—	—	18 1/16	—	—	1 d	—	—	—	—	5 4p	—	—	—	7 3p	do	66⅞	—	—
19	235¼	66	—	82	—	—	18 1/16	—	—	1¼ d	—	—	—	—	5 5p	—	—	—	8 6p	do	66⅞	—	—
20	236	65⅛	—	82	—	—	18 1/16	—	—	1 d	—	—	—	—	5 4p	—	—	—	6 9p	do	66¼	—	—

(The above are taken at the highest prices of the day.)

ISAAC YALE, Stock Broker, 74, Bishopsgate Without.